

ASRS Database Report Set

Automated Weather Systems

Report Set Description.....A sampling of reports referencing the various automated weather systems (AWOS, ASOS, and AMOS).

Update Number5.0

Date of UpdateJuly 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....27

Type of Records in Report SetFor each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

ACN: 375532

Time

Date : 199707

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HPB

State Reference : AK

Altitude.MSL.Bound Lower : 600

Altitude.MSL.Bound Upper : 600

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Stationair/Turbo Stationair 7/8

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1700

Experience.Flight Time.Last 90 Days : 350

Experience.Flight Time.Type : 350

ASRS Report : 365532

Person / 2

Function.Flight Crew : Single Pilot

Events

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

WHILE APCHING HOOPER BAY, AK, I OBTAINED CURRENT AWOS INFO AND LEARNED THE CEILING WAS RPTED AS 400 FT OVCST. THE VISIBILITY WAS RPTED AS 3 1/2 SM. I CONTINUED INBOUND AND RECEIVED A PIREP WHEN I WAS 12 MI E. THE PLT DEPARTING HOOPER BAY ARPT RPTED THE CEILING AS 600-800 FT, WITH A VISIBILITY OF 5-7 SM. I MADE MY APCH AND LNDG, NEVER DSNDING BELOW 500 FT AGL UNTIL ON FINAL. AT NO TIME DID I GO IMC. I MAINTAINED REQUIRED ALT, VISIBILITY AND CLOUD CLRNC. THE PURPOSE OF THIS RPT IS TO IDENT AN INACCURATE AWOS AND RELIEVE MYSELF OF ANY POSSIBLE ENFORCEMENT ACTION IN THE EVENT ANY VILLAGER WAS MONITORING AWOS AND NOTIFIED THE FAA. TO CONCLUDE, I WOULD LIKE TO ADD THAT PRIOR TO MY DEP A FEW MINS AFTER LNDG, THE AWOS WAS RPTING THE CEILING AS 500 FT OVCST AND VISIBILITY OF 3 1/2 SM.

Synopsis :

AWOS RPTING INACCURATE WX CONDITIONS. PIREP FROM DEPARTING ACFT RPTS CEILING 200-400 FT HIGHER THAN AWOS RPT.

ACN: 377053

Time

Date : 199708

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : N90

State Reference : NY

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : N90

Person / 1

Function.Controller : Approach

ASRS Report : 377053

Events

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.None Taken : Unable

Narrative :

OUR AUTOMATED WX DISPLAY SYS (AWOS) IS CONSTANTLY OTS. THIS HAS BEEN HAPPENING OVER THE LAST 18 MONTHS. COINCIDENTALLY, THIS HAS BEEN WHEN A NEW SYS WAS SUPPOSED TO BE INSTALLED. THE NEW SYS HAS BEEN PUSHED BACK 5 DIFFERENT TIMES, WITH STILL NO FIRM DATE. THIS BROKEN SYS PROVIDES ARPT WX, CONDITIONS AND ATIS CODES TO THE CTLRS. CTLING ACFT UNDER IFR CONDITIONS IS DIFFICULT ENOUGH WITHOUT HAVING TO WORRY ABOUT ERRONEOUS INFO. THE PERFORMANCE OF THE SYS IS UNACCEPTABLE AND DOES NOT PROMOTE SAFETY.

Synopsis :

CTLR STATES THAT THE AWOS EQUIP HAS BEEN CONSTANTLY OTS OVER THE PAST 18 MONTHS. A NEW AUTOMATED SYS IS SCHEDULED FOR INSTALLATION, HOWEVER, CTLR CLAIMS THE IMPLEMENTATION DATE HAS BEEN PUSHED BACK 5 TIMES.

ACN: 378178

Time

Date : 199708

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BGM

State Reference : NY

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BGM

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Controller : Local

Experience.Flight Time.Total : 300

ASRS Report : 378178

Person / 2

Function.Flight Crew : Single Pilot

Events

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Other : Controller Intervened

Narrative :

CESSNA HAD JUST TURNED BASE TO FINAL TO RWY 16 HAVING BEEN CLRED TO LAND ON DOWNWIND ISSUED WIND 100 DEGS, 8 KTS. ASOS WX WAS 100 DEGS 8 KTS 10 SM FEW 17 19/16, ALTIMETER 29.74. IN ACTUALITY NO PORTION OF SKY VISIBLE THROUGH CLOUDS, ALL ESTIMATED AT LESS THAN 12000 FT. TSTM ABOUT 3 MI W OF FIELD. FELT TWR BUFFETED BY WIND. ISSUED TO PLT BASED ON OBSERVATION OF ASOS AND PARKING LOT 'ASOS WIND VARIABLE AT 4 KTS, IN REALITY IT'S BENDING TREES.' ACFT REQUIRED 3200 FT OF RWY TO LAND. ON TOUCHDOWN ASOS STILL READ VARIABLE AT 4 KTS. AS ACFT EXITED RWY ASOS UPDATED TO 250 DEGS 9 KTS GUSTING TO 16 KTS, 200V280, AND THEN TO 270 DEGS 15 KTS GUSTING TO 21 KTS. NOTE THAT THE ORIGINALLY ISSUED WIND WAS 170 DEGS DIFFERENT FROM THE ACTUAL WIND AT TIME OF LNDG AND AT 2.5 TIMES THE VELOCITY AND APCHING THE ACFT'S DEMONSTRATED XWIND LNDG CAPABILITY, NOT TO MENTION WITH A TAILWIND COMPONENT RATHER THAN THE EXPECTED HEADWIND COMPONENT. I BELIEVE THAT THE INABILITY TO ISSUE REAL TIME INFO CREATED A HAZARDOUS SIT. THE ONLY VALID INFO THE PLT HAD IN THIS CASE WAS MY NOTABLY UNAUTH REMARK.

Synopsis :

A TWR CTLR CLAIMS THAT THE ASOS WAS GIVING ERRONEOUS WIND DIRECTION AND VELOCITY WHILE A C172 WAS LNDG. THE RPTR ISSUED NEW WX TO THE C172 BASED UPON HIS OBSERVATIONS.

ACN: 378366

Time

Date : 199708

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MWH

State Reference : WA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MWH

Person / 1

Function.Controller : Local

ASRS Report : 378366

Events

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.None Taken : Unable

Narrative :

ON AUG/XA/97, THE LASER BEAM CEILOMETER AND SENSOR WERE REMOVED FROM OUR FACILITY, A LAWRS TWR/TRACON. ON AUG/XC/97, AT XX45Z THE MONITOR FOR THE ASOS BECAME UNREADABLE WITH COMPUTER CODES/FORMATS, ETC. I CALLED THE 800 PHONE NUMBER AND WAS INFORMED A TICKET WOULD BE OPENED. THE ASOS WAS LOGGED OTS AND A MANUAL OBSERVATION WAS TAKEN. THE WX WAS VFR WITH CEILINGS AROUND 5000 FT, HOWEVER TSTM ACTIVITY IS FORECASTED. THE WX OBSERVER HAS NO WAY OF ACCURATELY DETERMINING CEILING OR CLOUD HT BECAUSE OF THE EQUIP OUTAGE, AND REMOVAL OF THE BACK-UP EQUIP. WE CANNOT FIND OUT WHO APPROVED THE REMOVAL OF THE CBC, AND WHY IT WAS REMOVED.

Synopsis :

TWR CTLR CLAIMS THAT THE ARPT WX RPTING EQUIP WAS REMOVED AND REPLACED BY ASOS. AFTER THE REMOVAL, THE ASOS EQUIP FAILED AND CTLRS HAD DIFFICULTY DETERMINING CLOUD HT.

ACN: 378445

Time

Date : 199708

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ROA

State Reference : VA

Altitude.MSL.Bound Lower : 4500

Altitude.MSL.Bound Upper : 4500

Environment

Flight Conditions : Mixed

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 780

Experience.Flight Time.Last 90 Days : 45

ASRS Report : 378445

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Anomaly Accepted

Narrative :

DEPARTED ROA FOR TRIP OF 180 MI ESE. FORECAST SCATTERED LATE AFTERNOON SHOWERS AND TSTMS. CHKED WX BEFORE HEADING HOME. CWA'S SIGMETS FOR TSTMS BORDERING THE ROA AREA. CHKED AWOS'S AND ATIS'S ONCE AIRBORNE, SAME THING. LISTENED TO LYH ATIS AND WHEN ABOUT 100 MI OUT, ROA'S ATIS. (ALSO LISTENED TO HIWAS VORS AS ADVERTISED ON ATIS'S.) THE POINT OF THE RPT IS THAT WHEN I GOT ROANOKE'S ATIS, ABOUT 100 MI (1 HR) OUT IT WAS 10-TS RA FEW 034...(TRYING TO WRITE THIS THE PROPER WAY)... BASED ON THIS RPT, THERE MUST HAVE BEEN A TSTM CLOSE ENOUGH TO ROA TO HEAR THUNDER OR SEE LIGHTNING, BUT NOT CLOSE ENOUGH TO AFFECT THE CLOUDS OR VISIBILITY. THERE WERE NO REMARKS INDICATING DIRECTION OF THE STORM FROM THE ARPT AND THE DIRECTION OF MOVEMENT. I BELIEVE THESE ITEMS ARE REQUIRED TO BE ON THE METAR RPT. THE CTLRS JUST HIT A KEY THAT SAYS 'TSTM' AND ZIPPO. THEY HAVE A METAR OR SPECI, BUT IT'S INCOMPLETE. WE STAYED LOW AND VFR, VISUALLY IDENTED SHOWERS SE OF ROANOKE, OBSERVED LIGHTNING E OF ROANOKE AND WELL N OF US, AND KEPT AWAY FROM IT ALL TO A SAFE ARR. NO THANKS TO THE ASOS RPT. AUGMENTATION OF ASOS DOES NOT WORK AT THIS ARPT.

Synopsis :

C172 PLT COMPLAINS OF QUALITY OF WX RPT FROM ASOS GENERATED ATIS INFO. RETURNING TO ROA, VA, HE ENCOUNTERED NUMEROUS TSTMS THAT HE HAD TO AVOID. WX RPT FAILED TO SPECIFY DIRECTION OF STORMS. PLT WAS VFR VMC.

ACN: 379150

Time

Date : 199709

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CSG

State Reference : GA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : Mixed

Person / 1

Function.Controller : Approach

ASRS Report : 379150

Events

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.None Taken : Unable

Narrative :

ASOS TEMP AND DEWPOINT INOP. WHEN THIS HAPPENS, THERE IS NO TERMINAL AREA FORECAST. THIS IMPACTS USERS (COMMUTER AIRLINES MUST CARRY ALTERNATE FUEL). THIS MEANS LESS REVENUE! THIS IS A CONSISTENT PROB WITH CSG ASOS! THE TERMINAL AREA FORECAST FOR CSG AT TIME OF THIS WRITING WAS: TERMINAL AREA FORECAST CSG SEP/XA/97 XA30Z, SEP/XB/97 XB24Z = NIL.

Synopsis :

ATC CTLR RPTS ASOS TEMP AND DEWPOINT INOP RESULTING IN NO TERMINAL AREA FORECAST.

ACN: 384744

Time

Date : 199711

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : MCI

State Reference : MO

Person / 1

Function.Observation : Observer

ASRS Report : 384744

Events

Resolutory Action.Other : Unspecified

Narrative :

I AM A WX OBSERVER WHOSE JOB IS TO AUGMENT THE ASOS (AUTOMATED SURFACE OBSERVING SYS) WHENEVER I DEEM NECESSARY. THIS MUST BE DONE NEARLY CONSTANTLY IN ORDER TO ACCURATELY REFLECT CURRENT WX CONDITIONS. IN WRITING THIS, I AM NOT JUST CITING ONE PARTICULAR INCIDENT, BUT RATHER, I AM DESCRIBING MY 2 1/2 YRS EXPERIENCE WITH ASOS AND MY OPINION OF IT. I TRULY FEEL THAT WITHOUT AUGMENTATION AND BACKUP THE ASOS IS UNSAFE FOR AIR TFC. IN MY OPINION, THE SYS WAS DESIGNED TO FAIL. FOR INSTANCE, ITS CEILOMETER ONLY SEES CLOUDS DIRECTLY OVER ITS SENSOR. THIS MEANS ON A DREARY OVCST DAY, IF THERE IS ONE SMALL BREAK IN THE CLOUDS OVER THE SENSOR, IT CALLS THE SKY CLR. FURTHERMORE, THE VISIBILITY SENSORS ARE ALMOST ALWAYS INACCURATE. THEY GENERALLY SHOW THE VISIBILITY TO BE MUCH GREATER THAN IT ACTUALLY IS. BOTH THE CEILING AND VISIBILITY ARE OBVIOUSLY IMPORTANT FACTORS TO THE SAFETY OF AIR TFC. THIS IS ALL NOT EVEN TO MENTION HOW MUCH WX PHENOMENA THE ASOS CAN'T EVEN DETECT: TORNADIC ACTIVITY, TSTMS AND LIGHTNING, HAIL, ICE PELLETS, VIRGA, ETC. ANOTHER PROB WITH ASOS IS ITS CONSTANT NEED OF REPAIR. IT WOULD ACTUALLY BE A RARE EVENT IN WHICH ASOS IS FULLY FUNCTIONAL. FOR EXAMPLE, AT THIS SITE RIGHT NOW THERE ARE 2 ITEMS IN NEED OF SVC, BOTH OF WHICH HAVE BEEN OUT FOR OVER 2 WKS. OUR OFFICE USED TO KEEP A LOG WHERE EVERY TIME AN OBSERVER HAD TO AUGMENT ASOS' RPT OF WX CONDITIONS, WE MADE AN ENTRY. WE NO LONGER KEEP THIS LOG BECAUSE IT IS A PRACTICALLY IMPOSSIBLE AND OVERWHELMING TASK. I DO NOT HAVE TO IMAGINE HOW INACCURATELY ASOS RPTS WX ON ITS OWN, I SEE IT EVERY DAY. ANYONE WHO DOES NOT RECOGNIZE THE IMPORTANCE OF WX TO AIR TFC SAFETY IS TRULY IGNORANT.

Synopsis :

RPT ALLEGES THE ASOS IS UNSAFE FOR AIR TFC WITHOUT AUGMENTATION AND BACKUP.

ACN: 390746

Time

Date : 199801

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : FAI

State Reference : AK

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Aircraft / 1

Controlling Facilities.Tower : FAI

Person / 1

Function.Controller : Local

Experience.Flight Time.Total : 90

ASRS Report : 390746

Events

Independent Detector.Other.ControllerA : Unspecified

Resolutive Action.Other : Not Resolved Other

Resolutive Action.Other : Unspecified

Narrative :

ASOS INSTALLATION: WIND INST INSTALLED AT S END OF ARPT IN PARTIALLY SHELTERED LOCATION. DIFFERS BY 50 DEGS OR MORE DURING NW WINDS WHEN COMPARED TO MID-FIELD WIND SENSORS. ADDITIONALLY, THIS SENSOR IS APPROX 2 MI FROM THE APCH END OF RWY 19R/19L. I BELIEVE THIS INST DOES NOT GIVE A GOOD REPRESENTATION OF WIND CONDITIONS. TWR AND APCH HAVE DIRECT READING INSTS FROM THE MID-FIELD SENSOR, WHICH I BELIEVE IS THE BEST LOCATION. TWO ISSUES ARISE HERE: FIRST THE WX SVC INTENDS TO DECOMMISSION THE MID- FIELD SENSOR NOW THAT ASOS IS ON-LINE. SECOND, THE OFFICIAL WX OBSERVATION USES THE ASOS INST FOR THE WX SEQUENCE PRESENTLY, WHICH IS A SOURCE OF CONFUSION FOR MANY USERS.

Synopsis :

TWR CTLR CONCERNED WITH ASOS WX EQUIP PLACEMENT AT S END OF ARPT. RPTR CITES AS MUCH AS 50 DEG WIND DIFFERENCE FROM THE MID-FIELD SENSOR, AND A 2 MI PHYSICAL LOCATION DIFFERENCE. CTLR BELIEVES USERS MAY BE CONFUSED WHEN ACCESSING OBSERVATION INFO AND ASOS SHOULD BE CO-LOCATED WITH THE MID-FIELD EQUIP.

Time

Date : 199801

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MYU

State Reference : AK

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13500

Experience.Flight Time.Last 90 Days : 110

Experience.Flight Time.Type : 12500

ASRS Report : 391086

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6100

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 815

ASRS Report : 390893

Person / 3

Function.Flight Crew : Second Officer

Events

Anomaly.Conflict : Ground Critical

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Unable

Consequence.Other : Aircraft Damaged

Narrative :

UPON LNDG AT MEKORYUK, AK, ON AN ICY RWY AT XX39 ALASKA TIME ON OCT/SAT/98. UPON TOUCHDOWN SPD OF APPROX 125 KTS, 400-500 FT FROM THE END OF THE RWY 23, WITH FULL REVERSE SELECTED AND MAX ANTI-SKID USED, I NOTED A LACK OF DECELERATION. I WAS COMMITTED TO LNDG COMPLETION DUE TO THE 3050 FT STRIP LENGTH PLUS 300 FT OVERRUN. I EXITED RWY 23 OFF THE END AT 15-20 KTS. #4 PROP CONTACTED A SNOW BERM AND SEPARATED FROM ENG. THE ENG FIRE LIGHT CAME ON. FLT MANUAL PROCS ACCOMPLISHED. BETHEL TWEB APPROX 85 MI SE OF DEST RPTED MEKORYUK WX TO BE WIND 110 DEGS, 14 KTS, 2 MI, 1 SCATTERED 10 OVCST. BECAUSE ZAN REMOTE SITE WAS DOWN WE RELAYED OUR NDB APCH CLNC REQUEST THROUGH AN ACR ACFT. WE WERE CLRED NDB TO RWY 5. DURING THE APCH WE NOTED THE CEILING WAS APPROX 1700 FT BROKEN/OVCST, VISIBILITY 1-3 MI WITH PATCHY ICE FOG. WE COULDN'T MAINTAIN ADEQUATE VISIBILITY DUE TO SOME FINAL ICE FOG TO LINE UP ADEQUATELY FOR LNDG SO WE EXECUTED THE MISSED APCH. ENRTE TO THE NDB WE NOTED BETTER VISIBILITY TO THE S AND OVERHEAD THE RWY. WE SAW A DIRECT XWIND INDICATED BY THE WINDSOCK (APPROX 140 DEGS/15 KTS) LOCATED AT W END. E END SOCK WAS NOT FUNCTIONAL WE LATER FOUND OUT. MEKORYUK AWOS WAS OF LITTLE USE, MOSTLY INTERMITTENT. ICE FOG WAS DISSIPATING SLOWLY FOR APCHS TO RWY 23 FINAL, SO WE STAYED VISUAL AND LANDED WHEN WE HAD ADEQUATE VISIBILITY ON FINAL. LNDG TEMP +1 DEG C, DEWPOINT -1 DEG C, POSSIBLY CAUSING REDUCED TRACTION. THIS IS UNSEASONABLY WARM. NO BRAKING ACTION WAS GIVEN BY AWOS/NO CTL AGENCY WAS AVAILABLE. WIND APPEARED TO BE SHIFTING AS OBSERVED FROM BETHEL, MEKORYUK, AND WINDSOCK INFO. WHAT COULD I HAVE DONE? LAND ON END OF RWY, NOT 400-500 FT DOWN, GIVEN LESS CREDIBILITY TO WINDSOCK INFO, INSIST EASTERNMOST WINDSOCK BE MADE OPERATIONAL, INSIST THE AWOS BE OPERATIONAL, SUGGEST SOME MEANS OF CONTRASTING RWY WITH ITS ALSO -- WHITE ENVIRONMENT. SUPPLEMENTAL INFO FROM ACN 390893: DUE TO THE BETTER VISIBILITY ON THE SE SIDE OF THE RWY, A DECISION WAS MADE TO REMAIN VFR IN THE PATTERN AND ATTEMPT TO LAND. THE VISIBILITY AT THE E END OF THE FIELD WAS CONSIDERABLY BETTER AND APPEARED TO BE IMPROVING SO WE CIRCLED THE PATTERN SEVERAL TIMES ATTEMPTING TO GET OURSELVES PROPERLY ORIENTED AND LINED UP WITH THE RWY BEFORE ATTEMPTING A LNDG. AT THE SAME TIME, DUE TO CONVERSATION WITH GND PERSONNEL, WE EXPECTED THE VISIBILITY CLOSER TO THE RWY WOULD CONTINUE ITS IMPROVING TREND. AT APPROX XX30 LCL AFTER 7 CIRCLES OF THE RWY TFC PATTERN THE ACFT WAS LANDED. IT TOUCHED DOWN APPROX 500 FT DOWN THIS 3050 FT RWY. MAX ANTI-SKID BRAKING WAS APPLIED WITHIN 2 SECONDS OF TOUCHDOWN AND PROPS WERE PLACED IN REVERSE AT THE SAME TIME. THE ANTI-SKID SYS APPEARED TO WORK NORMALLY AS WE FELT IT CYCLING AS WE ROLLED OUT. AT APPROX 20 KIAS (THE AIRSPD NEEDLE WAS ON THE PEG) WE ROLLED OFF THE DEP END OF THE RWY AND OFF TO THE L SIDE. THE ACFT CAME TO REST 30 PACES (60-75 FT) FROM THE END OF THE OVERRUN. AS THE ACFT DEPARTED THE RWY THE #4 PROP IMPACTED A SNOW BERM, THE GEAR BOX FAILED, AND THE PROP AND THE FRONT HALF OF THE GEAR BOX DEPARTED THE WING. THERE WAS NO APPARENT STRUCTURAL DAMAGE TO THE ACFT, NO INJURIES, AND NO DAMAGE TO EQUIP OR PERSONNEL ON THE GND. THE ENG SHUT DOWN PROC FOR FIRE ON #4 WAS INITIATED AND THE REST OF THE CHKLISTS WERE FINISHED AND A NORMAL EXIT OF THE ACFT WAS ACCOMPLISHED. FACTORS IN THIS INCIDENT INCLUDE: THE ASOS WAS UNUSABLE DUE TO ITS BREAKING SQUELCH ON AND OFF CONTINUOUSLY AND INTERMITTENTLY UNREADABLE. THE WINDSOCK AT THE APCH END OF RWY 23 WAS FROZEN IN PLACE AND NOT INDICATING PROPERLY. THE TEMP AT MEKORYUK WAS 1 DEG C, AN ALMOST UNHEARD OF UNSEASONABLY WARM TEMP THAT MADE THE BRAKING ACTION VERY POOR. THE FLAT LIGHT CONDITIONS AND THE LACK OF DEFINITION OF THE RWY COUPLED WITH THE MEKORYUK ARPT ROTATING BEACONS VERY SLOW MOVEMENT (APPROX 3 RPM'S) MADE IT VERY HARD TO INITIALLY SPOT THE RWY ENVIRONMENT.

Synopsis :

A 4 ENG CARGO ACFT LANDS AT MYU, AK, AND HAS A RWY EXCURSION DURING ROLLOUT CAUSING ACFT DAMAGE AS THE ACFT DEPARTS THE RWY.

ACN: 391530

Time

Date : 199801

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ERI

State Reference : PA

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : ERI

Make Model : Caravan 1 208A

Person / 1

Function.Oversight : Supervisor

ASRS Report : 391530

Person / 2

Function.Controller : Approach

Person / 3

Function.Controller : Local

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : Unspecified

Resolutory Action.Other : Controller Intervened

Narrative :

A C208 WAS HOLDING AT IAF DUE TO COMPANY REQUIREMENTS THAT APCH CANNOT BE CONDUCTED DURING FREEZING PRECIPITATION. FREEZING RAIN WAS IN PROGRESS AND WAS IN THE OFFICIAL WX SEQUENCE, ON ASOS. ASOS HAS A TELEPHONE ACCESS FUNCTION THAT PERMITS ANYONE TO CALL THE ASOS SITE. HOWEVER, INSTEAD OF RECEIVING THE OFFICIAL WX SEQUENCE, THE ASOS BROADCASTS THE CURRENT WX THAT IS IN THE '1 MIN WINDOW.' THIS WX CHANGES EVERY MIN AND IS NOT THE OFFICIAL WX. THE PLT OF THE C208 IN THE HOLD, SO AS NOT TO BOTHER THE BUSY CTLR CALLS THE ASOS ON HIS 'CELL PHONE' AND RECEIVES A '1 MIN WINDOW' OBSERVATION WHICH DID NOT GIVE FREEZING RAIN. HE IMMEDIATELY ADVISED THE APCH CTLR THAT HE WAS READY FOR THE APCH CLRNC AS THE FREEZING RAIN HAD STOPPED. APCH ADVISED THAT FREEZING RAIN WAS STILL IN PROGRESS, TWR CONFIRMED BUT PLT INSISTED. APCH EXPLAINED THAT THE TELEPHONE WAS ACCESSING 'CURRENT' SENSOR READINGS ONLY. THIS FEATURE OF ASOS SHOULD ONLY BROADCAST OFFICIAL WX.

Synopsis :

AN ATX C208 USED HIS CELLULAR TELEPHONE TO DIRECT ACCESS THE ASOS EQUIP AND GET WX INFO THAT WOULD ALLOW HIM TO MAKE AN IFR APCH IN WX BELOW HIS COMPANY REQUIREMENTS. THE TWR CTLR ADVISED THE ACFT THAT THERE WAS STILL FREEZING RAIN, BUT PLT INSISTED ON MAKING THE APCH.

Time

Date : 199801

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CGZ

State Reference : AZ

Altitude.AGL.Bound Lower : 1300

Altitude.AGL.Bound Upper : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 2

Make Model : Baron 58/58tc

Person / 1

Function.Oversight : PIC

Function.Instruction : Instructor

Experience.Flight Time.Total : 1700

Experience.Flight Time.Last 90 Days : 300

Experience.Flight Time.Type : 200

ASRS Report : 392907

Person / 2

Function.Instruction : Trainee

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.Other : Emotional Trauma

Narrative :

MY STUDENT AND I WERE ON A TRAINING FLT OUT OF CHANDLER MUNICIPAL HEADED FOR CASA GRANDE MUNICIPAL FOR TOUCH-AND-GOES AT AN UNCTLED FIELD (CGZ). APPROX 10 MI N OF CGZ WE TUNED IN THE AWOS ON THE FIELD AND NOTED THAT THE WIND WAS RPTD AS 270-300 DEGS STEADY AT 5 KTS WITH GUSTS TO 10 KTS. SINCE NOBODY ELSE WAS IN THE TFC PATTERN OR TALKING ON UNICOM, WE ANNOUNCED THAT WE WOULD ENTER R TFC FOR RWY 23. WE THEN ENTERED THE PATTERN ON A 45 DEG ENTRY TO R DOWNWIND AND PROCEEDED TO EXECUTE SEVERAL TOUCH-AND-GOES, ALL THE WHILE MAKING ALL THE NECESSARY RADIO CALLS. AFTER WE HAD EXECUTED 2 TOUCH-AND-GOES, AN ACFT (A BONANZA) ANNOUNCED THAT HE WAS OVER STANFIELD VOR (TFD) INBOUND ON THE ILS APCH TO RWY 5. WE CONTINUED TO MAKE R TFC TO RWY 23 AND ADVISED THE ACFT THAT THE WINDS FAVORED RWY 23 AND ASKED WHAT HIS INTENTIONS WERE. HE STATED THAT HE WOULD EXECUTE A MISSED APCH TO RETURN TO THE VOR. HE (THE PLT OF THE BONANZA) CALLED SHORT FINAL FOR RWY 5 AS WE WERE ON A R DOWNWIND TO RWY 23. AS WE CALLED R BASE FOR RWY 23 (AFTER THE BONANZA HAD MADE A TURN S OUT OF THE PATTERN), THE PLT OF THE BONANZA CALLED US AND SAID 'YOU ARE GOING THE WRONG WAY, TURN R IMMEDIATELY.' A SMALL DEBATE OVER THE RADIO ENSUED OVER USE OF THE RWY, EVEN THOUGH WE WERE MAKING THE CORRECT TFC PATTERN FOR RWY FAVORED BY THE WIND. WE CONTINUED OUR COURSE AND SHORTLY THEREAFTER MADE A R TURN TO FINAL APCH TO RWY 23. AS WE TURNED FINAL, A BEECH BARON (OWNED AND OPERATED BY THE SAME COMPANY AS THE BONANZA) ANNOUNCED L DOWNWIND FOR RWY 5 AND STATED HE WOULD BE MAKING TOUCH-AND-GOES. AS WE WERE TOUCHING DOWN, I NOTICED THE BARON TURNING FINAL FOR RWY 5. AT THAT POINT I DECIDED TO MAKE A FULL STOP AND TRY TO AVOID A COLLISION BY TAKING OFF TOWARDS THE BARON. MY STUDENT WAS FLYING AND LANDED SLIGHTLY LONG. AS WE WERE ABOUT TO EXIT THE RWY AT THE END, THE BARON INITIATED A GAR. AT THAT TIME, ANOTHER ACFT (OWNED BY THE SAME COMPANY AS THE BARON AND BONANZA) RPTD FAF INBOUND ON THE ILS FOR RWY 5. IN ORDER TO AVOID CONFRONTATION BY TAXIING BACK AND TAKING OFF AGAINST TFC, I TOOK CTL OF THE ACFT AND TURNED AROUND ON THE RWY AND TOOK OFF ON RWY 5 (DOWNWIND). I THEN RETURNED CTL OF THE ACFT TO MY STUDENT AND WE DEPARTED THE PATTERN TO THE N TO RETURN TO CHANDLER MUNICIPAL TO COMPLETE OUR LESSON. AT APPROX 5 MI N OF CASA GRANDE MUNICIPAL, THE BARON THAT HAD TO GAR EARLIER CAME UP BESIDE US (AT OUR 3 O'CLOCK WITHIN 100 FT HORIZ), CHASTISED US ON THE RADIO AND MADE A HARD L TURN IN FRONT OF US, AT WHICH TIME I PUSHED THE YOKE FIRMLY FORWARD AND DSND'D TO AVOID A MIDAIR COLLISION. (I DSND'D FROM 1500 FT AGL TO 1300 FT AGL.) THE CONTRIBUTING FACTORS TO THIS INCIDENT WERE: 1) THE BONANZA, BARON, AND ACFT ON THE INST APCH (ALL OWNED AND OPERATED BY SAME COMPANY) NEGLECTED TO CHK AWOS OR WIND DIRECTION OR GIVE ANY CONSIDERATION TO THE ACFT ALREADY ESTABLISHED IN THE PATTERN MAKING R-HAND TFC FOR RWY 23 (THE RWY PREFERRED BY THE WIND). 2) THE BARON ENTERING THE PATTERN FOR TOUCH-AND-GOES NOT GIVING WAY TO THE ACFT ON FINAL (ACFT PLTD BY MYSELF AND MY STUDENT) AND CONTINUING HIS APCH ALMOST TO TOUCHDOWN WHILE WE WERE STILL ON THE RWY. 3) THE THIRD ACFT (WHO CALLED FINAL APCH FIX INBOUND) STATING THAT HE, TOO, WOULD BE LNDG ON RWY 5, EVEN THOUGH HE SHOULD HAVE CIRCLED TO LAND ON RWY 23. 4) THE COMPLETE AND UTTER DISREGARD FOR SAFETY BY THE PLT OF THE BARON WHO BUZZED OUR ACFT (MYSELF AND MY STUDENT) AND NEARLY CAUSED A MIDAIR COLLISION. THIS PROB COULD BE CORRECTED BY PLTS LISTENING TO AWOS AND/OR CHKING WIND DIRECTION VISUALLY AND MAKING THE APPROPRIATE PATTERN FOR THE RWY FAVORED BY THE WIND, OR FOR ACFT ON THE INST APCH, IF WINDS FAVOR A DIFFERENT RWY, BREAKING OFF THE APCH AND CIRCLING TO LAND OR EXECUTING A MISSED APCH SO AS NOT TO CONFLICT WITH TFC IN THE PATTERN. ALSO, THE PLT OF THE BARON EXECUTING A GAR SOONER AND GIVING WAY TO THE LOWER ACFT (US) WOULD HAVE BEEN THE CORRECT THING TO DO AS PER THE RIGHT-OF-WAY RULES LISTED IN FAR 91.

Synopsis :

AN SMA TRAINING FLT SUFFERS AN INTENTIONAL BE58 BARON CLOSE FLY-BY CREATING AN NMAC. BARON PLT HAD BEEN OPPOSITE DIRECTION TFC IN TFC PATTERN AT CGZ PREVIOUSLY AND HAD TO MAKE A GAR FOR SMA AS LNDG TFC.

ACN: 396140

Time

Date : 199803

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ

State Reference : US

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ZZZ

Person / 1

Function.Controller : Ground

ASRS Report : 396140

Events

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.None Taken : Unable

Narrative :

ASOS INACCURACIES. ASOS UNREPRESENTATIVE OF ACTUAL CONDITIONS. VISIBILITY SHOWS 1 MI WHEN ACTUAL IS 10 MI. CEILING SHOWS 100 FT WHEN ACTUAL IS AT LEAST 5000 FT.

Synopsis :

A TWR CTLR CLAIMS THAT THE ASOS EQUIP GIVES INACCURATE READINGS.

ACN: 403854

Time

Date : 199805

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : FAI

State Reference : AK

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Controller : Local

ASRS Report : 403854

Events

Independent Detector.ATC Equipment.Other ATC Equipment : Unspecified

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.None Taken : Unable

Narrative :

ASOS WIND CONTINUOUSLY CONTRADICTORY TO TWR WIND INDICATORS. 12000 FT RWY SHOWING ONLY ONE MID-FIELD WIND INDICATOR. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATES HE BELIEVES THE LOCATION OF THE ASOS EQUIP IS THE PROBLEM. IT IS AT THE S END OF THE ARPT APPROX 7/8 TO A MILE FROM THE TWR AND IN A FAIRLY SHELTERED AREA. THE ASOS CAN REPORT A 180 DEGREE DIFFERENCE IN WIND DIRECTION AND SOMETIMES THE VELOCITY IS NOT AT ALL COMPATIBLE. THE ASOS MAY INDICATE 10 KTS WHEN THE ARPT INDICATIONS ARE DEAD CALM. THE CTLRS FREQUENTLY ARE REQUESTED TO ISSUE WINDS BY ACFT ON APCH SINCE THE ATIS GIVES DIFFERENT INFO THAN THE ASOS. RPTR INDICATES HE IS NOT THE ONLY CTLR WHO NOTICES THE PROB.

Synopsis :

TWR CTLR AT FAI COMPLAINS OF DIFFERENCE IN ACTUAL VISUAL WX AND THAT REPORTED BY ASOS EQUIP. THE TWO DIFFER AS MUCH AS 180 DEGREES AT TIMES.

ACN: 404191

Time

Date : 199801

Day : Fri

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : MCI

State Reference : MO

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : MCI

Person / 1

Function.Controller : Approach

ASRS Report : 404191

Person / 2

Function.Controller : Local

Events

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.None Taken : Unable

Narrative :

THE TWR AT IXD HAS ASOS AS THEIR PRIMARY WX TOOL. WHEN THE ASOS AT IXD CHANGES, THE TWR IS TO CALL MCI WITH THE NEW WX. IXD DOES NOT CALL IF THEY THINK ASOS IS WRONG. WE HAVE 1 WX AND ASOS SENDS THE OTHER WX OUT TO EVERYONE ELSE IN THE COUNTRY. IXD WILL LET ASOS PUT OUT SPECI OVER AND OVER AND NOT CALL MCI. THE PERSONNEL AT IXD SAY THEY ARE TOO BUSY AND HAVE NO TRAINING. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATES THAT THIS IS A CONTRACT TWR AND THE PERSONNEL HAVE NEVER BEEN TRAINED ON THE ASOS EQUIP. WHEN A SPECI COMES IN THEY CANNOT TURN OFF THE ALARM. MOST OF THE TIME THERE IS JUST ONE PERSON IN THE TWR PERFORMING ALL OF THE OPS. IF THE WX STARTS TO CHANGE RAPIDLY THEY CANNOT KEEP UP WITH THE INFO. THE AUGMENTATION PROCS ARE TIME CONSUMING AND THE CTLR DOES NOT HAVE THE TIME TO KEEP UP ON ALL OF THE RAPID CHANGES. RPTR IS AT THE APCH FACILITY AND FINDS THAT HE ISSUING VISUAL CLRNCS AND SENDING VFR PLTS INTO IFR CONDITIONS UNKNOWINGLY OR HOLDING PLTS DURING CONDITIONS WHICH DO NOT REALLY REQUIRE IT. THE ASOS HAVE REALLY INCREASED THE APCH CTLR WORKLOAD. THERE ARE 3 ASOS ARPTS UNDER THIS APCH CTL FACILITY AND THEY ARE ALWAYS BEHIND ON WX. RPTR HAS WORKED WITH THIS EQUIP AND FOUND THE BEST TECHNIQUE WAS TO AUGMENT/OVERRIDE THE COMPUTER AND THEN LOCK IT UP WITH THE INFO SO PLTS WOULD RECEIVE THE CORRECT WX RPT.

Synopsis :

APCH CTLR RPT REGARDING THE LACK OF UPDATE OF ATIS INFO FROM TWR DURING CHANGING WX CONDITIONS. THIS CAUSES APCH TO GIVE MISINFO TO PLTS.

ACN: 408280

Time

Date : 199806

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : BDL

State Reference : CT

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : BDL

Person / 1

Function.Controller : Local

ASRS Report : 408280

Events

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

SUMMER WX, HOT, HUMID CONDITIONS, FAST MOVING COLD FRONT APCHING, GENERATING A LINE OF SEVERE TSTMS, APCHING FROM THE W. THIS FACILITY IS AN ASOS-2 TYPE WX RPTING STATION. THE EQUIP NEVER RECOGNIZED THE NEARBY STORMS AND DID NOT RPT THEM UNTIL ALMOST OVERHEAD. AS THE OBSERVER, I ATTEMPTED TO MANUALLY OVERRIDE THE SYS TO REFLECT CURRENT CONDITIONS. EVEN AFTER DOING THIS, THE SYS STILL WAS SO SLOW, WE WERE STILL RPTING VFR CONDITIONS WHILE THE STORM RAGED OUTSIDE. ASIDE FROM ATTEMPTING TO STAY WITH THE WX, I AM STILL ASSIGNED ATC DUTIES AND UPDATING THE WX IS MY LOWEST PRIORITY OF DUTIES. STAFFING AND EQUIP LIMITATIONS TOGETHER COMBINED TO MISLEAD USERS AS TO THE UP TO DATE WX. APCH CTL USES THIS WX TO UPDATE ARRIVING ACFT. BOTTOM LINE, IF YOU ARE USING WX FROM AN AUTOMATED STATION, WHEN THE WX IS RAPIDLY CHANGING, DON'T BELIEVE WHAT IS BEING RPTED.

Synopsis :

ATCT LCL CTLR RECOGNIZES ASOS-2 EQUIP LIMITATIONS AS HE TRIES TO MANUALLY UPDATE WX RPT AND FOCUS ON CTL RESPONSIBILITIES.

ACN: 411133

Time

Date : 199807

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : OTZ

State Reference : AK

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : Mixed

Person / 1

Experience.Flight Time.Total : 2000

ASRS Report : 411133

Events

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Other : Not Resolved Other

Narrative :

CLASS E AIRSPACE, AN OPERATIONAL FSS, AN AWOS AUGMENTED BY THE NWS AND CONDITIONS RAPIDLY CHANGING BTWN IFR AND VFR CONDITIONS. THE AWOS TAKES AND XMITTS WX OBSERVATIONS EVERY 2 MINS. IF WX IS VFR WITH AN IFR ACFT ON APCH WITH SEVERAL VFR ACFT OPERATING IN THE AIRSPACE AND IT TAKES A WX OBSERVATION THAT IS IFR AND IMMEDIATELY XMITTS IT OVER THE AIR, THE VFR ACFT ARE OPERATING IN CLASS E AIRSPACE IN BELOW VFR CONDITIONS WITHOUT AN ATC CLRNC AND SVFR/IFR SEPARATION IS LOST. THIS OCCURS ON A REGULAR BASIS.

Synopsis :

FSS CTLR CONCERNED WITH ANOMALIES ASSOCIATED WITH AWOS RPTING PROGRAM. IN CTLRS WX ENVIRONMENT, WX CHANGES QUICKLY AND AWOS WILL CHANGE FROM VFR, TO IFR, BACK TO VFR WITH ACFT OPERATING WITHIN CLASS E AIRSPACE. THIS CHANGE EXPOSES PLTS OF DIFFERING QUALIFICATIONS TO OPERATE POSSIBLY IN NON QUALIFIED CONDITIONS.

ACN: 414902

Time

Date : 199809

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : MKC

State Reference : MO

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : MCI

Controlling Facilities.Tower : GVW

Controlling Facilities.Tower : IXD

Person / 1

Function.Controller : Approach

Experience.Flight Time.Total : 500

ASRS Report : 414902

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Local

Events

Independent Detector.ATC Equipment.Other ATC Equipment : Unspecified

Independent Detector.Other.ControllerA : Unspecified

Resolutory Action.Other : Unspecified

Narrative :

IXD AND GVW TWRS USE ASOS FOR THEIR WX. NEITHER OF THESE TWRS CALL WITH EVERY SPECI WX THAT ASOS GENERATES. ON THIS DAY I WAS VECTORING FOR IXD WITH A C560. THE RPTD WX WAS 1 1/2 SM IN FOG, OVCST 003. THE C560 TOLD ME THAT ASOS WAS RPTING VISIBILITY 1/4 MI IN FOG VV001. THEY COULD NOT SHOOT THE APCH AND HAD TO GO TO MKC. I ALSO HAD 4 OTHER ACFT INBOUND TO IXD. THESE ACFT HAD THE WRONG WX AND ALSO HAD TO GO TO OTHER ARPTS. THE SPECI HAD BEEN OUT FOR 30 MINS. THE FAA SAYS THAT THESE ARE CONTRACT TWRS AND THERE IS NOTHING THAT THEY CAN DO. SOON WE WILL TAKE A VFR ACFT TO ONE OF THESE ARPTS AND THE ARPT WILL BE IFR AND WE WILL HAVE GIVEN THE VFR ACFT THE WRONG WX. I BELIEVE IT WILL TAKE AN ACCIDENT FOR THE FAA TO ACT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE MAIN PROB WITH THE ASOS AT IXD AND GVW (BOTH CONTRACT TWRS) IS CTLR TRAINING. HE STATES THE CTLRS AT THESE 2 FACILITIES HAVE NOT HAD ANY TRAINING ON THE ASOS EQUIP AND JUST DON'T HAVE THE TIME TO WATCH IT AND VERIFY THE AUTHENTICITY OF THE OBSERVATIONS. GVW JUST RECENTLY MADE SOME IMPROVEMENTS BUT STILL HAVE OCCASIONAL PROBS. CITES A RECENT PROB OF TRYING TO MAKE A HDOF ON AN IFR ARR AND WAS TOLD BY THE CTLR AT GVW THAT THEY (GVW) DID NOT HAVE TIME TO TAKE THE INFO. THE 2 TWRS WERE NEVER FAA FACILITIES BUT ARE CURRENTLY CTLR STAFFED WITH A MIX OF EX-MIL, RETIRED FAA, AND SOME WHO WERE FAA TRAINING FAILURES. RPTR SAID A UCR HAS NOT BEEN FILED BUT THE HOTLINE WAS USED WITH NO RESPONSE RECEIVED. ALSO SAID A LARGE NUMBER OF ACFT HAVE COMPLAINED TO THE FACILITY ABOUT THE SVC INTO THE 2 ARPTS.

Synopsis :

APCH CTLR CLAIMS 2 CONTRACT TWRS ARE NOT PROVIDING THE APCH FACILITY WITH UPDATED WX FOR THE ARPTS.

Time

Date : 199810

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BRD

State Reference : MN

Altitude.MSL.Bound Lower : 1300

Altitude.MSL.Bound Upper : 1400

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMP

Make Model : Skywagon 185

Aircraft / 2

Make Model : SF 340b

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 12500

Experience.Flight Time.Last 90 Days : 125

Experience.Flight Time.Type : 11500

ASRS Report : 415833

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 1200

ASRS Report : 415632

Events

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Flight Crew : Took Evasive Action

Narrative :

I STARTED OUR DEPT'S C185 AND TAXIED FROM THE HANGAR AREA TO RWY 12 AT BRD. THE E SIDE OF RWY 5/23 WAS COVERED WITH A THIN LAYER OF GND FOG. THIS WAS CAUSING THE ASOS, WHICH IS LOCATED ON THE NE SIDE OF THE ARPT, TO GIVE THE WX AS: WIND CALM, VISIBILITY 1/4 MI, VERT VISIBILITY 100 FT. CONDITIONS OVER RWY 12/30 WERE CLR, HIGH THIN CIRRUS, AND UNRESTR VISIBILITY. SINCE I PLANNED TO DEPART VFR AND THE WIND WAS CALM, I CHOSE RWY 12. WHILE TAXIING OUT, I NOTICED THE COMMUTER ON THEIR RAMP. THE ENGS WERE SHUT DOWN. UPON ARRIVING AT RWY 12, I DID MY RUNUP. THE FOG WAS BURNING OFF RAPIDLY. I LISTENED TO THE ASOS ON COM #2. IT WAS STILL SAYING THE FIELD WAS IFR. I THEN CONTACTED PRINCETON FSS AND GAVE THEM A VFR PIREP AND ASKED ABOUT DEP WITH THE ASOS STILL GIVING IFR CONDITIONS. I WAS ADVISED THAT SINCE THE ASOS WAS STILL RPTING IFR I WOULD HAVE TO GET A SVFR FROM ZMP TO DEPART. UPON CONTACTING ZMP AND REQUESTING A SVFR DEP, I WAS INFORMED THAT THERE WAS AN ARR AND SOME OTHER OPS AND IT WOULD BE A WHILE BEFORE THEY COULD GIVE ME AN SVFR. I INFORMED THEM OF THE VFR CONDITIONS AND THAT ONLY A FEW WISPS OF FOG REMAINED IN THE VICINITY OF THE ASOS. THESE CONDITIONS WERE CONFIRMED BY A FLT THAT WAS ON AN ILS FINAL TO RWY 23 AT BRAINERD. STILL THE ASOS WAS RPTING IFR AND CTR WOULD GET BACK TO ME. THIS TOOK APPROX 10 MINS. WHAT LITTLE FOG WAS LEFT WAS GONE SO I LISTENED TO THE ASOS AGAIN. THE RPT WAS WIND CALM, 6 MI VISIBILITY, SKY 100 SCATTERED. TO MAKE SURE I HEARD RIGHT, I LISTENED TO THE SEQUENCE AGAIN. THIS TIME IT GAVE THE VISIBILITY AS 8 MI. UPON HEARING THIS, I CONTACTED ZMP AGAIN TO CANCEL MY REQUEST FOR AN SVFR AND ADVISED THEM I COULD NOW DEPART VFR. I HAD HEARD THE FLT THAT HAD LANDED EARLIER CALL CLR OF ALL RWYS AND TAXIING TO THE RAMP ON CTAF 122.7. MY RADIO XMISSION WAS 'BRAINERD TFC CESSNA DEPARTING RWY 12 BRAINERD AND WILL BE WBOUND.' I THEN TAXIED ONTO THE RWY AND BEGAN MY TKOF ROLL. SINCE THIS IS MY HOME BASE OF OP, I'M FAMILIAR WITH THE BLIND SPOT CAUSED BY TREES THAT BLOCK THE VIEW OF THE TKOF ENDS OF RWY 12 AND 23 AND TEND TO LOOK IN THAT DIRECTION AS I TAKE OFF. SHORTLY AFTER BREAKING GND AND CLRING THE TREES, I SAW A COMMUTER ACFT ABOUT 1/2 WAY DOWN RWY 23. HAVING ENOUGH SPD AND ALT I WAS ABLE TO MAKE A CLBING L TURN BEFORE REACHING AND XING OVER RWY 23. SINCE I HADN'T HEARD ANY TFC ON THE RADIO, I XMITTED ASKING WHERE THE COMMUTER ACFT HAD COME FROM. I WAS THINKING THEY HAD JUST ARRIVED. TO MY SHOCK THEY HAD ABORTED THEIR TKOF AND REPLIED THEY HAD XMITTED THEIR DEP 3 TIMES. I HONESTLY DID NOT HEAR ONE OF THEM. EVEN AFTER ANNOUNCING MY INTENTIONS BEFORE DEP, I HEARD NO RESPONSE. THINKING BACK TO HOW THIS COULD HAVE OCCURRED, THESE ARE THE EVENTS AND ACTIONS THAT SEEMED MOST PROMINENT. AFTER TAXIING TO RWY 12, I WAS PARKED FOR MY RUNUP FACING THE APCH TO THE RWY. IN THIS POS, I WOULD NOT HAVE SEEN COMMUTER TAXIING FROM THEIR RAMP TO RWY 23. ONE OF THE BIGGEST CONTRIBUTING FACTORS I FEEL WAS HAVING THE ASOS RPT, PROHIBITING VFR OPS, WHEN IN FACT EXCELLENT VFR CONDITIONS EXISTED AND WERE VERIFIED BY ANOTHER ACFT IN THE IMMEDIATE VICINITY. EVEN THOUGH CTAF WAS BEING MONITORED, BTWN TALKING TO FSS, ZMP, LISTENING TO ASOS AND XMITTING MY OWN DEP CALL, I COULD HAVE MISSED COMMUTER'S DEP CALL. FINALLY I COULD HAVE GIVEN MORE THAN 1 DEP ANNOUNCEMENT, SINCE I KNEW THE TKOF END OF AN INTERSECTING RWY IS BLOCKED FROM VIEW AND DURING CALM WIND CONDITIONS WHEN MULTIPLE RWYS MAY BE IN USE AT AN UNCTLED ARPT SUCH AS BRAINERD. SUPPLEMENTAL INFO FROM ACN 415632: THE FIRST PROB WAS THE OTHER ACFT DEPARTING THE INTERSECTING RWY WAS VFR WHEN THE ASOS AT THE FIELD WAS CALLING VISIBILITY BTWN 1/4 - 1 NM. THE FIELD WAS CLRING UP QUICKLY. I SAW HIM SITTING AT THE END OF THE RWY 12 WHEN WE TAXIED TO RWY 23. I THOUGHT HE WAS WAITING FOR THE FIELD TO GO VFR. THE SECOND PROB HE WAS NOT MONITORING CTAF WHEN WE MADE 3 CALLS STATING OUR INTENTIONS OF DEPARTING RWY 23. WHILE WE WERE ON THE ROLL, THE OTHER ACFT ANNOUNCED HIS INTENTIONS OF DEPARTING RWY 12. ANOTHER THING THAT SHOULD BE CORRECTED IS THE TREE LINE AT BRD THAT BLOCKS THE VIEW OF BOTH ACFT AT RWY 12 AND RWY 23. CALLBACK CONVERSATION WITH RPTR ACN 415833 REVEALED THE FOLLOWING INFO: RPTR STATES THAT THE COMMUTER MADE A RPT TO HIS COMPANY, BUT NO OTHER FOLLOW UP HAS OCCURRED. THE ASOS IS LOCATED NEAR A HILLSIDE AND THE FOG HANGS IN THERE A BIT LONGER THAN IN OPEN AREAS. THIS IS NOT THE FIRST TIME THIS PROB HAS OCCURRED. SINCE IT IS A NON TWR ARPT, PLTS CHOSE THE RWY TO USE IN CALM WIND CONDITIONS. MANY PLTS LIKE THE 'BIG SUPER SLAB' ON RWY 23. THE TREES IN THE AREA ARE ABOUT 40 FT TALL AND BLOCK THE DEP ENDS OF RWYS 23 AND 12. CALLBACK CONVERSATION WITH RPTR ACN 415632 REVEALED THE FOLLOWING INFO: RPTR STATES THAT HE FILED/SPOKE TO HIS CHIEF PLT WHO CONTACTED THE OTHER ACFT'S CHIEF PLT. PLTS THEN WROTE LETTERS TO EACH OTHER STATING THEIR VIEW OF THE INCIDENT. COMMUTER PLT HAD WAITED 1 1/2 HRS FOR WX TO REACH 1/4 MI SO HE COULD DEPART. SINCE HE LISTENED TO THE ASOS 4 MINS PRIOR TO THE DEP, HE FINDS IT DIFFICULT TO BELIEVE THAT THE WX HAD CHANGED FROM 1/4 TO 8 MI IN SUCH A BRIEF TIME. ALSO, THERE WOULD BE NO POSSIBILITY OF AN SVFR CLRNC UNTIL WX WAS 1 MI AND PLT COULD REMAIN CLR OF CLOUDS. HE DOES ADMIT THE WX WAS MUCH BETTER AT THE END OF RWY 12. HE BELIEVES THE TREES ARE A GREAT PROB AS HE COULD HAVE SEEN THE MOVEMENT OF THE OTHER ACFT IF THEY WERE CLRED. HE THOUGHT THE OTHER ACFT WAS NOT MOVING UNTIL HE SIGHTED THE CESSNA NEAR THE RWY INTXN.

Synopsis :

PLT OF C185 ON TKOF AT NON TWR ARPT SIGHTS A COMMUTER ON TKOF ROLL ON INTERSECTING RWY. CESSNA PLT LIFTS OFF AND MAKES AN ABRUPT TURN TO AVOID THE COMMUTER ACFT. COMMUTER ABORTS HIS TKOF.

ACN: 421370

Time

Date : 199811

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BDR

State Reference : CT

Environment

Flight Conditions : IMC

Aircraft / 1

Make Model : Beech 1900

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 2150

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 460

ASRS Report : 421370

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Flight Crew Executed Missed Approach Or Go Around

Resolatory Action.Other : Unspecified

Narrative :

THIS PROB BEGAN WHEN UNFORECASTED GND FOG MOVED IN ON OUR DEST ARPT REDUCING VISIBILITY TO 1/4 MI ACCORDING TO ASOS. I ASKED THE CAPT WHAT HE WANTED TO DO AND HE IMMEDIATELY QUESTIONED THE RELIABILITY OF THE ASOS RPTING STATION. HE SAID HE WANTED TO FLY OVER THE ARPT AND HAVE A LOOK. I COULD SEE THAT HE WAS THINKING ABOUT TRYING THE APCH. I INFORMED HIM THAT OUR ONLY 2 OPTIONS WERE TO HOLD UNTIL THE ASOS VISIBILITY IMPROVED TO APCH MINIMUMS OR GO TO OUR ALTERNATE. I INSISTED THAT AN APCH TO 'HAVE A LOOK' WAS NOT ONLY UNSAFE, BUT ILLEGAL. AT THIS TIME HE OPTED FOR THE HOLD OPTION AND WE WERE PROCEEDING TO STANE INTXN WHEN NEW YORK APCH INFORMED US THAT THE LAST OFFICIAL WX RPT (PRIOR TO TWR CLOSING) WAS 2 MI VISIBILITY IN MIST. THE TWR HAD CLOSED ONLY ABOUT 20 MINS PRIOR TO THIS TIME AND IN SPITE OF THE MORE RECENT ASOS RPT WHICH WE HAD RECEIVED VIA TELEPHONE/RADIO PATCH FROM COMPANY, THE CAPT DECIDED IT WAS NOW LEGAL TO ACCEPT THE ILS TO RWY 6. I WAS NOT COMFORTABLE WITH THIS, BUT RESIGNED MYSELF TO HIS DECISION. WE COULD SEE THE ARPT STRAIGHT DOWN THROUGH THE FOG, AND COULD SEE THE REILS THROUGHOUT THE APCH, BUT AT 100 FT WE COULD STILL ONLY SEE REILS (NO OTHER RWY LIGHTS AT ALL), SO WE EXECUTED THE MISSED APCH. FROM THIS POINT ON, IT WAS A ROUTINE MISSED APCH -- HOLD, CALL COMPANY, GO TO THE ALTERNATE. I LOST A LOT OF SLEEP THAT NIGHT AS I MULLED OVER THE EVENTS LEADING UP TO THE DECISION TO ACCEPT THE APCH. IN HINDSIGHT, I FEEL THAT ACCEPTING WAS CLRLY THE WRONG DECISION. THE ISSUES I CONSIDERED ARE AS FOLLOWS: 1) THE ASOS WX WAS MORE CURRENT AND IS OUR APPROVED SOURCE OF WX FOR OPS AT BDR AFTER THE TWR HAS CLOSED. 2) I STARTED OUT RIGHT AWAY USING GOOD CRM BY STATING THE ONLY 2 SAFE AND PRUDENT OPTIONS CLRLY AND UNAMBIGUOUSLY, BUT ENDED UP GIVING IN TO THE ONE OPTION I MOST WANTED TO AVOID (WHICH WAS ACCEPTING THE APCH). 3) NEW YORK APCH CONTRIBUTED TO MY LOSING MY POS BY TELLING US THAT HIS LAST 'OFFICIAL WX' WAS 2 MI VISIBILITY IN MIST. (WITHOUT THIS RPT FROM NEW YORK APCH, I BELIEVE THAT WE WOULD NOT HAVE ATTEMPTED THE APCH.) 4) ONCE WE HAD ACCEPTED THE APCH, I WAS EXTREMELY UNCOMFORTABLE WITH THE DECISION. THIS CAUSED ME A GREAT DEAL OF DISTR THROUGHOUT THE MANEUVERS REQUIRED FOR THE APCH, AND SERIOUS DEGRADED MY PERFORMANCE AS A CREW MEMBER IN THE PNF ROLE. 5) I BELIEVE THAT 'GET HOMEITIS' CONTRIBUTED GREATLY TO THE CAPT'S STATED DISTRUST OF THE ASOS RPT. (IT WAS THE LAST LEG OF THE DAY AND WE WERE RETURNING HOME TO BEGIN 3 DAYS OFF.) HE ALSO DID NOT BELIEVE THAT THE VISIBILITY WAS ONLY 1/4 MI WHEN HE COULD SEE THE ARPT QUITE WELL FROM ABOVE. I WAS SURPRISED THAT HE FELT THIS WAY GIVEN HIS EXPERIENCE. I HAVE MUCH LESS FLT TIME AND HAVE SEEN SIMILAR CONDITIONS AT LEAST TWICE BEFORE, AND DID NOT ATTEMPT AN APCH IN EITHER CASE. 6) REGARDLESS OF WHETHER OR NOT HE TRUSTED THE ASOS, IT WAS AND IS OUR APPROVED WX SOURCE AND MUST BE TAKEN AT FACE VALUE. ITEM #4 WAS THE MOST SIGNIFICANT CONTRIBUTOR TO A REDUCTION IN SAFETY OF FLT. I AM QUITE CONFIDENT THAT SHOOTING AN APCH TO MINIMUMS, EVEN IN ZERO/ZERO CONDITIONS, IS NOT AN INHERENTLY UNSAFE ACT. IN FACT, IT IS QUITE SAFE IF ALL MINIMUMS ARE ADHERED TO ABSOLUTELY AND ALL PROCS ARE EXECUTED PROPERLY BY A WELL TRAINED CREW. THE PROB IN THIS CASE IS THAT WE DID AN APCH TO MINIMUMS WITH ME PERFORMING POORLY DUE TO THE DISTR OF THE WHOLE SIT. I WILL NOT ALLOW MYSELF TO BE TALKED OUT OF WHAT I KNOW IS THE RIGHT DECISION AGAIN. THE FACT THAT I WAS PREOCCUPIED AND UNCOMFORTABLE WITH THE DECISION FROM THE BEGINNING MADE IT IMPOSSIBLE FOR ME TO PERFORM MY DUTIES AT THIS CRITICAL TIME.

Synopsis :

BE02 FO TAKES ISSUE WITH CAPT'S DECISION TO INITIATE AN APCH IN N90 AIRSPACE.

ACN: 425597

Time

Date : 199901

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DAY

State Reference : OH

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Make Model : B737 Undifferentiated or Other Model

Person / 1

ASRS Report : 425597

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Flight Crew : First Officer

Events

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Unable

Consequence.Other : Emotional Trauma

Narrative :

I WAS ON THE PREFLT POS WHILE OVERHEARING A CONVERSATION ON INFLT. THE CAPT OF ACR X WAS ASKING THE CTLR ON INFLT WHAT THE CURRENT WX WAS. THE CTLR REPLIED 1 SM MODERATE FREEZING RAIN OVCST 008. THE CAPT ARGUED IT WAS WRONG AS THEY WERE NOT GETTING ANY PRECIP WHILE TAXIING TO THE RWY. THE CAPT ASKED FOR THE WX OBSERVER TO TAKE AN OBSERVATION. SHE VERIFIED WHAT THE ASOS WAS RPTING: 1 SM FREEZING RAIN OVCST 008. THE CAPT STATED AGAIN THAT IT WAS NOT FREEZING RAIN OR ANY PRECIP WHERE HE WAS ON THE FIELD. THE INFLT CTLR SAID THAT AT THE OFFICIAL WX OBSERVATION SITE, ON THE E SIDE OF THE FIELD, IT WAS MODERATE FREEZING RAIN. CAPT SAID HE'D BE CALLING BACK PERIODICALLY TO CHK THE WX. HE CALLED ANOTHER 2 TIMES IN A SPAN OF 20-30 MINS. AFTER THE SECOND CALLBACK THE FREEZING RAIN HAD LESSENER TO LIGHT FREEZING RAIN AND THE CAPT WAS SATISFIED. THIS SIT OCCURRED WITH 3 SEPARATE ACRS THROUGHOUT THE MORNING. IT GETS TO BE A PROB WHEN THE CARRIERS DON'T BELIEVE THE ASOS MACHINE, LET ALONE THE WX OBSERVER. WHEN THEY KEEP CALLING BACK TO MAKE SURE WE ARE DOING OUR JOB BORDERS ON HARASSMENT. THE CAPT EVEN MENTIONED HAVING TO GET DEICED AGAIN IF THE FREEZING RAIN CONTINUED. WE AS WX OBSERVERS CAN'T CHANGE THE WX JUST TO ACCOMMODATE THE ACR'S REGS. IF THEY CAN'T DEPART IN FREEZING RAIN, THERE MUST BE A REASON FOR IT. TO BETTER UNDERSTAND OUR JOBS, THERE SHOULD BE A FAMILIARIZATION PROGRAM SET UP FOR THEM TO VISIT ATC FACILITIES AND SEE WHAT WE ALL DO. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT MANY PEOPLE DON'T LIKE THE ASOS WX RPTING SYS. RPTR FELT THAT THE ASOS USUALLY PROVIDES VERY ACCURATE DATA AND FINDS IT UNNECESSARY MOST OF THE TIME TO AUGMENT OBSERVATIONS. OCCASIONALLY DURING FREEZING CONDITIONS, A TEMP SENSOR WILL BECOME FROZEN AND REQUIRE A TECH TO GO OUT TO WARM THE EQUIP. WHEN THAT HAPPENS OR IS SUSPECTED, THEY REVERT TO THE MANUAL METHOD OF DETERMINING TEMP. ALSO SAID THAT TWR VISIBILITY IS USUALLY DIFFERENT THAN THE AUTO REPORT BECAUSE TWR IS AT A MUCH HIGHER LEVEL.

Synopsis :

RPTR AT A FSS IN DAY WORKING THE INFLT POS WAS QUESTIONED BY AN ACR CAPT REGARDING THE VALIDITY OF THE ASOS WX BEING BROADCAST.

ACN: 426676

Time

Date : 199901

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PNS

State Reference : FL

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Controller : Approach

Function.Controller : Departure

ASRS Report : 426676

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

WHILE WORKING ARR/DEP AT PNS TRACON, I BECAME CONCERNED WITH THE ACCURACY OF THE ASOS IN USE AT PNS ARPT. THE ASOS WAS RPTING THE WX AS CLR WITH 10 MI VISIBILITY. THE ACTUAL WX CONDITIONS, PLT OBSERVED/VERIFIED WERE SCATTERED TO MOSTLY BROKEN CEILINGS FROM 1500 FT MSL TO 2500 FT OR SO. VMC DSCNTS WERE, IF NOT IMPOSSIBLE, EXTREMELY DIFFICULT. ACFT ON VFR FLTS WERE HAVING TO PICK UP LCL IFR CLRNCS TO CONDUCT PRACTICE INST APCHS. THE RELIABILITY OF THE AUTOMATED SYS(S) AT CTLED ARPTS, FROM MY EXPERIENCE, IS NOT CONSISTENT, NOR ARE THE RPTS ACCURATE. WHILE I WOULD AGREE THAT THESE AUTOMATED SYS ARE A USEFUL TOOL AT UNCTLED ARPTS, THEY SHOULD NOT REPLACE WX CERTIFIED OBSERVERS AT CTLED ARPTS, SIMPLY AS A COST SAVINGS MEASURE. IN MY OPINION, THIS INACCURATE INFO PROVIDED TO LOW TIME, LOW EXPERIENCED VFR RATED PLTS CAN CAUSE A FALSE SENSE OF ONE'S ABILITIES AND LEAD THEM INTO A POOR DECISION. BRING BACK THE OBSERVERS!

Synopsis :

TRACON CTLR POINTS OUT PROBS WITH THE ASOS.

ACN: 427624

Time

Date : 199902

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LGA

Locale Reference.ATC Facility : LGC

State Reference : GA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Controller : Approach

Experience.Flight Time.Total : 50

ASRS Report : 427624

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Events

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Unable

Narrative :

ACFT X INBOUND TO LGC RPTD THAT THE LGC AWOS 3 WAS RPTING SKY CONDITIONS AS 'CLR' (CLR BELOW 12000 FT), BUT HE COULD SEE A LOW OVCST OVER THE ENTIRE AREA AS HE DSNDED. A DEPARTING ACFT Y RPTD THE CEILING AS 300 FT OVCST (AGL). THE AWOS 3 AT THIS ARPT IS NOT FEDERALLY OWNED/MAINTAINED. IT IS NOTORIOUSLY INACCURATE AT RPTING CEILING AND VISIBILITY. LOCALLY BASED PLTS EXPECT IT TO BE WRONG AND SAY THEY HAVE RPTD IT REGULARLY TO THE ARPT MGMNT, WITH NO IMPROVEMENT. THIS ARPT IS UNCTLED WITH NOBODY TO AUGMENT OR VALIDATE THE AWOS 3. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR DID NOT RESPOND TO ANALYST'S CALLS. ANALYST CALLED CSG APCH CTL. FACILITY SPECIALIST ADVISED OF WKLY RPTS FROM PLTS THAT LGC AWOS WAS NOT XMITTING CORRECT FIELD CONDITIONS. SPECIALIST STATED THAT CEILING AND VISIBILITY WERE COMPONENTS MOST RPTD INCORRECT. SPECIALIST ADVISED THAT ARPT DEPENDED ON CIVIL VENDOR FOR MAINT AND REPAIR. ANALYST CALLED ATL-SMO. ATL-SMO HAS RECENTLY IDENTED A SPECIALIST TO TRACK AND EVALUATE NON FEDERAL AWOS INSTALLATIONS. THE SPECIALIST STATED THAT LGC ARPT'S AWOS IS AN 'ARTHSIS' MODEL, INSTALLED AND MAINTAINED BY AN ARTHSIS TECHNICIAN. THE SPECIALIST ADVISED THAT HE HAD PLANNED TO EXAMINE THE LGC AWOS SITE WITHIN THE NEXT 45 DAYS. HE ADVISED THAT HE WAS AWARE OF PLT COMPLAINTS ABOUT THE AWOS SITE PERFORMANCE.

Synopsis :

CSG TRACON APCH CTLR RECEIVES PLT RPTS CONTRADICTING THE LGC AWOS. CTLR STATES LGC AWOS IS 'NOTORIOUSLY INACCURATE.'

Time

Date : 199902

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : AIZ

State Reference : MO

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : Marginal

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3100

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 1050

ASRS Report : 428173

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1480

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 230

ASRS Report : 428152

Person / 3

Function.Controller : Approach

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : Unspecified

Resolutive Action.None Taken : Detected After The Fact

Narrative :

WE WERE UNABLE TO CONTACT MIZZU APCH ON THE GND ON FREQ 124.1. WE TOOK OFF SINCE THE AIZ AWOS WAS RPTING WIND 260 DEGS AT 20 KTS GUSTING TO 36 KTS, VISIBILITY 10 MI, 2600 FT SCATTERED, 7000 FT BROKEN, 9000 FT BROKEN, TEMP 14 DEGS, DEWPOINT 6 DEGS, ALTIMETER 29.72. WHEN WE WERE AIRBORNE, THE CEILING WAS ACTUALLY 1000 FT BROKEN. WE WERE NEVER ABLE TO PICK UP MIZZU APCH IN THE AIR. WE HAD TO FLY UNCTLED UNTIL SPRINGFIELD APCH COULD HEAR US. I FEEL THAT THE AWOS INACCURACIES COULD HAVE LED TO A PROB, SINCE THE WX WAS MUCH LOWER THAN RPTED, NOT ALLOWING US TO CLB HIGH ENOUGH TO HEAR THEIR XMITTER. THEIR XMITTER HAD WORKED ALL THE WAY TO THE GND THAT MORNING. UNFORTUNATELY, AS THE WX WENT LOWER, THEIR XMISSIONS DID TOO. WE DID NOT FEEL THAT LNDG AGAIN AT AIZ WAS THE ANSWER SINCE THE XWIND WAS SO STRONG AND WE HAD HIT WINDSHEAR OF +/-20 KTS ON THE CLBOUT. I FEEL EVEN THOUGH EVERYTHING TURNED OUT FINE, AND FARS AND COMPANY SOP'S WERE NOT BROKEN, THE INCIDENT COULD HAVE EASILY HAD A BAD OUTCOME. I HAD EVEN GONE SO FAR AS SQUAWKING 7600 AND WAS ABOUT TO CLB THROUGH THE LAYER SINCE THE CLOUDS WERE COMING DOWN AND THE TERRAIN WAS COMING UP WHEN ANOTHER ACFT ANSWERED OUR CALLS AND RELAYED OUR INFO TO SGF APCH. SGF GAVE US A SQUAWK CODE AND A CLB AND THE PROB WAS CORRECTED APPROX 20 MINS INTO THE FLT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE CAPT SAID THAT SHE ATTEMPTED TO CALL THE FSS WHILE WAITING FOR TKOF AT AIZ, BUT ALL THAT SHE RECEIVED WAS A RECORDING WITH A PARTIAL MESSAGE THAT REPEATED ITSELF. SHE DID ATTEMPT TO PHONE THE LCL APCH CTL WHILE AIRBORNE, BUT WAS UNSUCCESSFUL. THE XWINDS WERE NEAR THE MAX DEMONSTRATED AT AIZ AND SHE DID NOT BELIEVE THAT IT WAS REASONABLE TO RETURN THERE. THIS ANALYST DISCUSSED THE LIMITATIONS OF AWOS WITH THE RPTR.

Synopsis :

A CPR AC90 FLC, RELYING ON THE AWOS WX BROADCAST, FINDS THAT THE CLOUDS WERE LOWER THAN RPTED AFTER TKOF AND THEY WERE THEN TOO LOW TO CONTACT AN APCH CTLR. THEY CONTINUED AT LOW ALT IN CLASS G AIRSPACE UNTIL ESTABLISHING RADIO CONTACT WITH A DISTANT APCH CTL.

ACN: 429318

Time

Date : 199902

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : HKY

State Reference : NC

Altitude.MSL.Bound Lower : 3400

Altitude.MSL.Bound Upper : 4000

Environment

Flight Conditions : VMC

Person / 1

Function.Controller : Radar

Experience.Flight Time.Total : 10

ASRS Report : 429318

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Conflict : Airborne Less Severe

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Other : Controller Intervened

Narrative :

THE GLF5 (ACFT X) WAS INBOUND HKY FROM THE N. TOLD TO EXPECT VISUAL RWY 24. THE PATZ (ACFT Y) WAS SHOOTING PRACTICE APCHS TO HKY IN VFR CONDITIONS. THE PATZ WAS ON A MISSED APCH 7-10 MI N OF THE ARPT. ACFT 1 WAS ISSUED THE PATZ AS TFC AND ANOTHER UNKNOWN VFR ON THE FINAL TO HKY INDICTING 2900 FT. THE GLF5, WITHOUT ADVISING AND WITHOUT CLRNC, WAS PROCEEDING TO TAWBA, THE NDB OM FOR HKY. THE GLF5 ALSO ADVISED HE WAS 'PAINTING' BOTH VFR'S. THE GLF5 TURNED HIMSELF ONTO THE LOC (AGAIN WITHOUT ADVISING OR A CLRNC) RIGHT ON TOP OF THE UNKNOWN VFR. THE GLF5 FINALLY PICKED UP THE ARPT ON A 5 MI FINAL. CLRED FOR VISUAL, TERMINATED AND SWITCHED TO THE TWR. THE PATZ CALLED AND SAID HE HAD RUN INTO A SNOW SHOWER. HE ASKED FOR AN IFR CLRNC. I CLRED HIM DIRECT TAWBA AT 3400 FT. 3400 FT IS THE MIA. THE GLF5 MADE A 360 DEG TURN ON A 1 MI FINAL. HE WAS AT 2400 FT SO I LET THE PATZ CONTINUE TO TAWBA. THE GLF5 EXTENDED, TRYING TO GET BEHIND THE OTHER VFR AND ROSE TO 2600 FT WHILE TURNING BASE. I TURNED THE PATZ TO A 090 DEG HDG AND CLBED HIM TO 4000 FT. I DIDN'T MEASURE THE DISTANCE BUT IT WAS RIGHT AT 5 MI. THIS IS THE THIRD TIME I'VE SEEN AN ACFT USE TCASII TO TRY TO RUN A VFR OFF THE FINAL. IT'S DANGEROUS AND SHOULD STOP. I FEEL TOTALLY DISCONNECTED FROM THE WX SINCE ASOS AND AWOS BEGAN. I WAS COMPLETELY SURPRISED BY THE VISUAL AND THE SNOW SHOWERS. I HAVE NO IDEA IF THIS COULD HAVE BEEN/WAS AN OPERROR, A PLTDEV OR NONE OF THE ABOVE. I THINK A LITTLE TRAINING IS CALLED FOR. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR EXPRESSED CONCERN WITH WHAT HE PERCEIVES AS A MORE AGGRESSIVE USE OF TCASII BY PLTS. HE STATES THAT WHEN THE PLT WAS ISSUED TFC AND COULD NOT SEE THE TFC, PRE TCAS, THE PLT WAS 'MORE CAUTIOUS' ABOUT THE TFC CALL UNTIL TFC WAS IN SIGHT. THE RPTR HAS RECENTLY PERCEIVED THAT TCASII EQUIPPED ACFT WILL NOW 'RUN UP' CLOSER TO THE TFC BEFORE TAKING WHATEVER ACTION IS 'NECESSARY' FOR THE SIT. THIS 'MORE BOLD' NATURE CAUSES HIM OVERALL CONCERN. THE RPTR STATES THAT ASOS WX CHANGES DO NOT 'ALARM' IN THE CTL AREAS, THUS NOT ALERTING THE CTLR TO CHANGES WHICH MIGHT AFFECT TFC SEQUENCING AND TWR COORD.

Synopsis :

ZTL RADAR CTLR CONCERNED WITH NON COORD FLT PATH DEV OF GV FLC ON VISUAL APCH TO HKY ARPT. GV THEN OBSERVED MAKING ADDITIONAL TFC PATTERN DEV REQUIRING CTLR TO AMEND IFR CTL INSTRUCTIONS FOR AN INBOUND PATZ.

Time

Date : 199903

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EAT.Airport

State Reference : WA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Super Skywagon/Stationair/Turbo Stationair 6

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 900

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 800

ASRS Report : 429614

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Other Personnel : Vehicle Driver

Events

Anomaly.Incursion : Runway

Independent Detector.Other.Flight CrewA : 2

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS DEPARTING EAT MAR/XA/99 AT XA30. I AM FAMILIAR WITH THE ARPT AND THE USUAL RWY IS RWY 30. RWY 25/7 IS USUALLY NOT USED. THE WIND FAVORED RWY 30 AND I ELECTED TO DEPART AT INTXN E. ON TAXI, I NOTICED A PICK-UP WITH SOME WORKERS IN IT PARKED BTWN THE RWY AND THE TXWY. AFTER LIFTOFF AND DURING DEP, ANOTHER ACFT ASKED IF WE KNEW THAT RWY 30 WAS CLOSED. WE DID NOT, AND ONLY THEN NOTICED THE X'S ON THE ENDS WHICH WE DIDN'T SEE AS WE MADE AN INTXN TKOF. THERE WERE NO X'S AT THE INTXNS AND NOTHING ON AWOS. THE WORKERS IN THE PICK-UP JUST WATCHED US TAXI BY, SEEMINGLY UNCONCERNED. THERE WAS NO OTHER PROB, BUT NEXT TIME I'LL PROBABLY CHK CLOSER ON NOTAMS AND GO TO THE END OF THE RWY FOR TKOF.

Synopsis :

PLT OF A C206 TOOK OFF ON A CLOSED RWY.

ACN: 430570

Time

Date : 199903

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : UKF.Airport

State Reference : GA

Altitude.MSL.Single Value : 4300

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZTL.ARTCC

Make Model : IAI1124/1124a/Westwind

Person / 1

Function.Controller : Radar

ASRS Report : 430570

Person / 2

Function.Flight Crew : Single Pilot

Events

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Weather

Narrative :

UKF HAS AN AWOS-3. THE SECTOR DOES NOT GET A READOUT OF THE WX. THE ONLY WAY TO GET THE WX IS TO HAVE A SUPVR CALL A TELEPHONE NUMBER AND RELAY THE INFO TO THE SECTOR. I WAS VECTORING ACFT #1 FOR THE ILS RWY 1 AT UKF AT HIS REQUEST. I WAS ON THE LAND LINE, COORDINATING, WHEN ACR #1 CALLED. I ASKED HIM TO 'SAY AGAIN.' ACFT #1 RPTED THE ARPT IN SIGHT AND ASKED FOR THE VISUAL. EARLIER, I HAD ASKED THE PLT OF ACFT #1 WHAT THE AWOS-3 WAS CALLING THE WX, 1/2 MI AND 4600 FT OVCST. CTLRS MUST HAVE A PLAN TO WORK AIRPLANES SAFELY. RAPID CHANGES TO THAT PLAN ARE COUNTER PRODUCTIVE TO A SAFE AND ORDERLY OP. WITH THE ADVENT OF ASOS AND AWOS, CTLRS ARE BECOMING LESS AND LESS AWARE OF WX AND HOW IT IS IMPACTING OPS. BOTH SYS ARE NOTORIOUSLY INACCURATE. THIS SIT IS JUST COMPOUNDING THE PROB.

Synopsis :

CTLR COMMENTS ON DIFFICULTY OBTAINING WX FROM AN AWOS-3.

Time

Date : 199903

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CVN.Airport

State Reference : NM

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft / 1

Make Model : Beech 1900

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4300

Experience.Flight Time.Last 90 Days : 170

Experience.Flight Time.Type : 1030

ASRS Report : 431367

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : FAR

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Chart Or Publication

Narrative :

AFTER LNDG AT CVN, THE ARPT MGR APCHED OUR ACFT AND SAID HE HAD FILED A NOTAM THAT THE ARPT WAS CLOSED BECAUSE HE WAS PLOWING THE RWYS. WE WERE NOT AWARE OF THE CLOSURE AND NONE OF THE PEOPLE WE TALKED TO DURING THE FLT SAID ANYTHING ABOUT IT. BEFORE DEP AND WHILE WE WERE WAITING FOR OUR DISPATCH RELEASE, I CHKED THE WX AT CVN WITH THE COMPANY COMPUTER SYS. IT WAS RPTING CEILING 400 FT AND VISIBILITY 5 MI. HOWEVER, THE RPT WAS OVER 1 HR OLD. SO, I CALLED THE PHONE NUMBER OF THE AWOS AT CVN. IT RPTED 400 FT AND 1 3/4 MI VISIBILITY. AS I WAS DOING THIS, THE STATION MGR AT CVN HAD CALLED TO TELL US THAT IT WAS SNOWING. SHE MADE NO MENTION THAT THE ARPT WAS CLOSED, BECAUSE NO ONE HAD CONTACTED HER WITH THAT INFO. WE RECEIVED OUR RELEASE AND REVIEWED IT. NEITHER THE CAPT, THE DISPATCHER, NOR MYSELF NOTICED ANYTHING ABOUT THE ARPT CLOSURE. (HOWEVER AFTER THE INCIDENT WE RE-EXAMINED THE RELEASE AND SAW A SMALL NOTE THAT SAID 'RMK AP CLSD'.) AS WE APCHED CVN, I CHKED THE WX WITH THE AWOS. IT WAS RPTING 400 FT OVCST AND 1 3/4 MI VISIBILITY. THERE WERE NO REMARKS THAT THE ARPT WAS CLOSED. ZAB CLRED US FOR THE APCH, THEY DID NOT SAY THAT THE ARPT WAS CLOSED. WE CALLED IN TO COMPANY AT CVN TO TELL THEM WE WERE STARTING THE APCH. THERE WAS NO MENTION THAT THE ARPT WAS CLOSED. DURING THE APCH, I MADE 3 CALLS ON CTAF. NO ONE RESPONDED WITH ANY INFO THAT THE ARPT WAS CLOSED. (NOTE THAT AFTER LNDG, THE ARPT MGR SAID HE HEARD US CALL ON THE APCH, HOWEVER HE DID NOT RESPOND TO OUR CALL.) WE BROKE OUT ON THE APCH ABOUT 1 MI FROM THE THRESHOLD. THE RWY WAS CLR AND THERE WERE NO CLOSURE MARKINGS. AFTER PARKING THE ARPT MGR APCHED OUR ACFT AND SAID THERE WAS A NOTAM OUT THAT THE ARPT WAS CLOSED. WE TOLD HIM WE HAD NO INFO ABOUT THAT. I ALSO TOLD HIM THAT I CHKED THE AWOS AND THERE WAS NO REMARK ON IT. HE SAID HE HAD NO WAY TO ADD A REMARK TO IT. IN MY OPINION THE CAUSE OF THIS INCIDENT WAS THE RESULT OF POOR COM BTWN ALL PARTIES INVOLVED AND THE LACK OF DISSEMINATION OF INFO. SOME SOLUTIONS TO PREVENT A RECURRENCE OF THIS INCIDENT: A NOTE SHOULD BE ADDED TO THE AWOS ANYTIME THERE IS A RWY CLOSURE OR ANY ARPT CLOSURE. ANYTIME A VEHICLE ON A RWY THEY SHOULD BE MONITORING THE CTAF, ESPECIALLY AT UNCTLED FIELDS. THERE SHOULD BE SOMETHING IN THE IFR SYS THAT DOES NOT ALLOW AN ACFT TO RECEIVE A CLRNC TO A CLOSED ARPT.

Synopsis :

FLC OF A BE1900D LANDS AT A CLOSED ARPT WHERE THE RWY IS BEING PLOWED. THEY WERE CLRED FOR THE APCH BY CTR, THEY WERE DISPATCHED WITHOUT ANY VERBAL INDICATION OF ARPT CLOSURE, THE ARPT MGR HEARD THEM CALL CTAF, BUT DID NOT RESPOND.

ACN: 434401

Time

Date : 199904

Day : Mon

Local Time Of Day : 0601 To 1200

Place

State Reference : PA

Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 125

ASRS Report : 434401

Events

Anomaly.Conflict : Ground Less Severe

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Landed As Precaution

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

DEPARTED SHENENDOAH VALLEY REGIONAL (SHD) XA00, VFR, ENRTE BATAVIA, NY (QVC) ELEVATION 1201 FT, CLOUD BASE 5000 FT. VISIBILITY 10+ MI. BEGAN BELOW CLOUD BASE TO N. ARRIVED CUMBERLAND REGIONAL. AWOS RPTING 3300 FT SCATTERED 4000 FT OVCST. TOPS OF TERRAIN NOT OBSCURED, 10 MI VISIBILITY. PROCEED N OF BEDFORD. AWOS NOT RPTING TURB ENCOUNTERED JUST BEFORE ATTEMPT TO CALL ALTOONA FSS. INADVERTENT IFR. TRIED TO CLB FROM 3400 FT TO HIGHER, BUT ENCOUNTERED ICING. TRIED LOWER. BEGAN L TURN. TURB MADE ALT HOLD IMPOSSIBLE. APPROX 90 DEG TURN TO L, STRUCK TOP OF TREE ON RIDGE LINE. APPROX ALT 3100 FT. CONTINUED TURN TO S UNTIL VFR AGAIN. LANDED BEDFORD WITHOUT INCIDENT. ACFT LEADING EDGES DAMAGED. R REAR ELEVATOR AND STABILIZER DAMAGED. NO CHANGE TO FLT CHARACTERISTICS. CAUSE: TOO CLOSE TO CLOUD BASE BECAUSE OF ATTN ON COCKPIT (RADIOS) AND LOSS OF VISUAL REF.

Synopsis :

GA PLT STRUCK TREE DURING INCLEMENT WX.

ACN: 434780

Time

Date : 199904

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : MGM.Airport

State Reference : AL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MGM.Tower

Make Model : Citation V

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 17200

Experience.Flight Time.Last 90 Days : 260

Experience.Flight Time.Type : 450

ASRS Report : 434780

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Weather

Narrative :

CREW PLANNED VFR TKOF TO PICK UP IFR INFLT. LAST OBSERVATION AND ASOS GAVE 6 SM AND VISIBILITY LOOKED GOOD TO CREW. SHORTLY AFTER TKOF, HEARD CTR SAY TO ANOTHER ACFT 'MGM SPECIAL 1 1/2 IN FOG.' UPON LNDG 30 MINS LATER, CHKED ASOS AT 4 SM. THERE'S NO WAY IT COULD HAVE BEEN LESS THAN 4 SM -- MY ESTIMATION IS 6-8 SM. NEXT TIME, HOWEVER, WE'LL CALL FSS PRIOR TO VFR DEP.

Synopsis :

A CESSNA CITATION V DEPARTED MGM IN VFR CONDITIONS AND WHEN AIRBORNE HEARD MGM TWR RPT WX AS IFR.

Time

Date : 199904

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BTR.Airport

State Reference : LA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BTR.Tower

Make Model : Baron 58/58tc

Aircraft / 2

Controlling Facilities.Tower : BTR.Tower

Make Model : Bonanza 35

Person / 3

Function.Controller : Clearance Delivery

Function.Controller : Flight Data

Function.Controller : Ground

ASRS Report : 436712

Person / 4

Function.Controller : Local

Person / 6

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Person / 7

Function.Other Personnel : Vehicle Driver

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 1

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Narrative :

I (GND CTL) ASKED LCL CTL FOR PERMISSION TO CROSS RWY 22R AT TXWY B WITH 2 VEHICLES. LCL TOLD ME TO CROSS RWY 22R. I TOLD VEHICLES TO CROSS RWY 22R AND THEN WENT ON TO TRANSCRIBE WX FROM OIDS TO IDS (INFO DISPLAY SYS) AND MAKE A NEW ATIS. MY BACK WAS TURNED AWAY FROM THE XING POINT WHEN ARPT VEHICLE MADE A XMISSION SO STRANGE THAT I IMMEDIATELY TURNED MY ATTN TO THE XING POINT. I OBSERVED THE VEHICLE BACKING UP AND A BEECH BARON (X) ROLLING OUT ON RWY 22R APPROX 50 METERS FROM THE XING POINT. I ASKED THE LCL CTLR IF HE WAS SURE HE WANTED ME TO CROSS (THINKING THE BARON WAS AT TAXI SPD) AND LCL CTL TOLD ME TO HOLD SHORT. I THEN HEARD THE LCL CTLR MAKE THE FOLLOWING XMISSION: 'BONANZA (Y) CANCEL DEP CLRNC.' AFTER THE BARON PASSED TXWY B, LCL TOLD ME TO CROSS RWY 22R. THERE IS NO DOUBT IN MY MIND THAT THE LCL CTLR TOTALLY FORGOT ABOUT THE LNDG BARON. COMPLICATING THE SIT, LCL WAS WORKING WITH THE WINDOW SHADES PULLED DOWN, EXCEPT AT THE GND CTL POS. VERY DIFFICULT TO SEE THROUGH SHADES UNDER CERTAIN CONDITIONS. FURTHER, THERE IS NO INTERFACE BTWN THE OIDS (ASOS DISPLAY SCREEN) AND THE INFO DISPLAY SYS, REQUIRING THE FLT DATA/CLRNC DELIVERY OR THE GND CTL TO TRANSCRIBE THE WX ONTO THE IDS, THEREBY DIVERTING HIS ATTN FROM HIS PRIMARY DUTIES. MY WORKLOAD AS GND CTL I WOULD CHARACTERIZE AS MODERATE, MUCH OF WHICH WAS COMPRISED OF ARPT VEHICLES. COMPLICATING MATTERS WAS A BEECH BARON WITH A BLOWN TIRE ON RWY 31, WHICH NECESSITATED VEHICLES TO REMOVE HIM FROM THE RWY, AND MAKE A RWY SWEEP WITH ADDITIONAL ARPT VEHICLES. A SUPVR WAS IN THE TWR SITTING NEXT TO ME DOING THE COORDINATING FOR REMOVING THE BARON OFF OF RWY 31. WHEN I GOT OFF THE POS I WENT DOWNSTAIRS AND RPTED THE INCIDENT TO THE SUPVR IN CHARGE OF THE SHIFT.

Synopsis :

BTR GND CTL BRINGS TO ATTN OF THE LCL CTL AGAIN HIS AUTH OF GND CTL TO CROSS RWY WITH VEHICLE. GND CTL HEARS LCL CTL CANCEL TKOF CLRNC OF DEPARTING BE35.

Time

Date : 199905
Day : Wed
Local Time Of Day : 1801 To 2400

Place

State Reference : IA
Altitude.MSL.Bound Lower : 2300
Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC
Make Model : Skylane 182/Rg Turbo Skylane/Rg

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1100
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 500
ASRS Report : 437397

Person / 2

Function.Controller : Radar

Person / 3

Function.Other Personnel : FSS Specialist

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.ATC Equipment.Other ATC Equipment : RADAR
Independent Detector.Other.ControllerA : 2
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Airport
Problem Areas : Environmental Factor
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

FILED IFR ROUTING WAS FROM 0V3 DIRECT BRL VOR DIRECT FSW WITH AN ALTERNATE OF BRL. THE LAST HR OF THE FLT WAS IN SOLID IMC WITH CONSTANT LIGHT AND OCCASIONAL MODERATE TURB. FLT WATCH RPTD ENRTE THAT THE AWOS AT NEARBY BRL HAD BEEN ADVERTISING A CEILING OF 800-1000 FT AND 2-3 MI IN LIGHT RAIN AND MIST. I REVIEWED BOTH THE FSW AND BRL APCHS BEFORE STARTING MY DSCNT INTO THE FSW AREA. I BRIEFED MYSELF ON THE APCH AND GOT FSW AWOS AS WE FLEW OVER THE FIELD TOWARD THE IAF. SHORTLY THEREAFTER I WAS CLRED FOR APCH AND ADVISED TO SWITCH TO CTAF. MINIMUMS FOR THE APCH ARE ABOUT 500 FT AND 1 MI, SO I FULLY EXPECTED TO FIND THE FIELD WITH THE CONDITIONS RPTD BY AWOS. BECAUSE OF THIS EXPECTATION I ONLY DID A QUICK REVIEW OF THE MISSED APCH PROC WHICH CALLED FOR A CLB TO 2300 FT AND A TURN BACK TO BRL VOR TO HOLD. I KEYED THE PLT CTLED LIGHTING ABOUT 10 MI OUT, AND AGAIN AT ABOUT 5 MI OUT FROM THE FIELD. MY R SEAT PAX RPTD US DROPPING OUT OF THE OVCST AT ABOUT 1000 FT AGL. HE SAID HE SAW LIGHTS ON THE GND AND THAT HE COULD SEE THE ARPT BEACON AHEAD. I TOLD HIM TO LOOK FOR THE RWY LIGHTS WHILE I CONTINUED TO FLY THE AIRPLANE ON THE GAUGES. AS WE NEARED THE MISSED APCH POINT AT JUST ABOVE MDA MY PAX STATED THAT HE DIDN'T SEE ANY RWY LIGHTS, AND THAT IT WAS PRETTY MISTY DOWN THERE. I AGAIN KEYED THE PCL, WAITED A FEW SECONDS, AND TOOK A QUICK GLANCE OUT THE WINDOWS. I SAW WHAT I THOUGHT WAS A ROTATING BEACON THROUGH THE MIST, BUT NO RWY LIGHTS. I IMMEDIATELY STARTED A MISSED APCH. I REMEMBERED THAT I HAD TO CLB STRAIGHT AHEAD, BUT IN MY MIND I HAD REMEMBERED 3000 FT (THE BRL MISSED APCH ALT) INSTEAD OF 2300 FT CALLED FOR OUT OF FSW. I TRIED TO READ THE APCH CHART DURING THE CLB, BUT WITH THE TURB, AND THE POOR LIGHT OF THE COCKPIT AT NIGHT, I COULDN'T TELL IF THE SMALL LETTERING ON THE PLATE READ 2300 FT OR 3300 FT. NEITHER ONE MATCHED MY MEMORY OF 3000 FT. I TRIED TO BOTH FLY THE AIRPLANE AND GET THE SMALL FLASHLIGHT AROUND MY NECK WORKING SO I COULD BETTER READ THE APCH PLATE. I SWITCHED BACK TO ZAU TO DECLARE A MISSED APCH CLING THROUGH 3000 FT. THE CTLR ACKNOWLEDGED ME AND THEN IMMEDIATELY ASKED IF THE MISSED APCH CALLED FOR A CLB TO 3000 FT. BY THEN I HAD THE FLASHLIGHT ON COULD DETERMINE THAT THE MISSED ALT WAS 2300 FT. I REPLIED TO THE CTLR THAT, NO, THE MISSED CALLED FOR 2300 FT AND THAT I WAS NOW DSNDING. HE THEN CLRED ME TO MAINTAIN 3000 FT, AND SHORTLY AFTERWARD ASKED ME TO CLB TO 4000 FT IN ORDER TO GET RADAR IDENT. I ESTIMATED THAT I HAD CLBED TO A BIT OVER 3000 FT BY THE TIME I REVERSED MY CLB. ZAU THEN VECTORED ME FOR AN UNEVENTFUL ILS APCH INTO BRL. WHAT CAUSED THE DEV? BECAUSE FLT WATCH AND AWOS ADVERTISED CONDITIONS WELL ABOVE MINIMUMS, I DIDN'T EXPECT THE MISSED APCH, AND AS SUCH, HADN'T THOROUGHLY MEMORIZED IT. WHEN THE RWY LIGHTS DIDN'T COME ON, I WASN'T FULLY READY TO EXECUTE THE MISSED. I REMEMBERED THE CLB HEADING, BUT IT TOOK ABOUT A MIN TO SORT OUT THE ALT AND BY THAT TIME I HAD BUSTED THE 2300 FT ALT BY OVER 700 FT. HOW WILL I AVOID THIS SIT IN THE FUTURE? 1) I'LL DO MORE TO EXPECT THE UNEXPECTED. I'LL REMEMBER THAT AWOS CAN LIE, APCH NAVAIDS CAN DIE, RWY LIGHTS CAN FAIL, RADIOS CAN BE MISTUNED (NOT IN THIS CASE) OR QUIT, ETC. I'LL BE READY TO EXECUTE THE MISSED, EVEN WHEN EVERYTHING APPEARS TO BE PROGRESSING FINE. 2) I'LL BETTER BRIEF MY PAX OR COPLT AND EXERCISE MORE CRM. I THOUGHT I HAD DONE ENOUGH WHEN I WAS FLYING THE AIRPLANE, AND HE WAS WATCHING FOR THE RWY. IN THE FUTURE AT NIGHT I'LL WRITE DOWN IN BIG LETTERS ON MY KNEEBOARD THE PERTINENT NUMBERS FOR THE APCH. I'LL MAKE A SECOND COPY TO HAVE MY PAX HOLD SO THEY CAN CONFIRM MY RECOLLECTIONS.

Synopsis :

A CFI CLBS ABOVE THE PUBLISHED MISSED APCH MINIMUMS AT FSW, IA.

ACN: 439311

Time

Date : 199906

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Single Value : 24000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOA.ARTCC

Make Model : Learjet 35

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 200

ASRS Report : 439311

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport

Problem Areas : Weather

Narrative :

THIS IS AN ONGOING PROB. WHILE RETURNING FROM ALASKA TO A PVT ARPT S OF RED BLUFF, CA, I LISTEN TO THE RED BLUFF, CA, AWOS/ASOS ON 120.775 MHZ TO OBTAIN THE LCL WX/WINDS. IN ATTEMPTING TO DO THIS, I ALWAYS RECEIVE INTERFERENCE FROM ANOTHER STATION IDENTED AS 'MOUNT SHASTA' ON THE SAME FREQ. THIS MAKES IT IMPOSSIBLE TO RECEIVE THE RBL BROADCAST UNTIL VERY CLOSE TO RED BLUFF. IT IS IMPORTANT TO RECEIVE THIS DATA EARLY, PRIOR TO INITIATING AN APCH, AS WINDS, SKY CONDITIONS, AND SURFACE TEMP ARE NEEDED EARLY ON. 1 XMITTER'S FREQ OR THE OTHER SHOULD BE CHANGED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE ASOS XMITTER IS HEARD OK WHEN IN CLOSE TO THE ARPT AND AWAY FROM THE OTHER ASOS XMITTER. HOWEVER, HE BELIEVES THAT THIS PROB COULD BE CORRECTED EASILY BY CHANGING THE FREQ ON ONE OF THE XMITTERS.

Synopsis :

CAPT OF A CPR LEARJET 35 COMPLAINT OF AUTOMATIC WX RPTING XMITTER FREQ OVERLAP CAUSING DIFFICULTY IN HEARING ARPT WX AT HIGH ALT 75 MI AWAY FROM DEST ARPT.

ACN: 439711

Time

Date : 199906

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BDL.Airport

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Mixed

Person / 1

Function.Controller : Approach

Function.Controller : Radar

ASRS Report : 439711

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Facility

Problem Areas : ATC Human Performance

Problem Areas : Weather

Narrative :

ASOS RPTING SCATTERED 018 10 MI VISIBILITY. ACTUAL WX BROKEN 018 BROKEN 025 10 MI. THE CONFUSION FROM THE PLTS WHEN TOLD TO EXPECT AN INST APCH WHEN ATIS IS RPTING VISUAL CONDITIONS. CONFUSION FROM THE CTLR WHEN OBSERVING THE WX AND VECTORING FOR A VISUAL APCH AND THE PLT SAYING THAT THE ARPT IS OBSCURED BY CLOUDS. FOR WHATEVER REASONS THE NWS OBSERVERS WERE TAKEN AWAY FOR ASOS. ASOS DOES NOT ACCURATELY RPT THE WX. AS A CTLR I CANNOT TRUST ASOS TO GIVE AN ACCURATE ACCOUNT OF THE WX. I RELY ON PIREPS AND WHEN I GET A CHANCE LOOK OUT OF A WINDOW TO SEE WITH MY OWN EYES WHAT KIND OF WX IS AT THE ARPT. AS A CTLR I AM BOUND TO DO THE BEST JOB I AM CAPABLE OF DOING. GUESSING WHAT THE WX IS OR NOT HAVING TRUST IN MY EQUIP THAT IS 'SUPPOSED' TO MAKE MY JOB EASIER IS NOT ACCEPTABLE.

Synopsis :

APCH CTLR AT BDL CONCERNED THE AWOS EQUIP DISPLAYS WX DATA THAT IS DIFFERENT THAN THE ACTUAL CONDITIONS.

ACN: 439836

Time

Date : 199906

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : GSO.Airport

State Reference : NC

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : GSO.Tower

Make Model : King Air C90 E90

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 439836

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Flight Data

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.Other : COMPLAINT

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : ATC Human Performance

Narrative :

I WOULD LIKE TO SUBMIT A RPT ON THE ATIS BROADCASTS WHICH ARE IN WIDE USE AT MAJOR TERMINALS ACROSS AMERICA. BY TALKING TO OUR TWR ATCT MGR, I WAS INFORMED THAT THE TWRS BUY BROADCAST PROGRAMS FROM COMRDO TO ACCOMPANY AUTOMATED WX SYS AND PLACE THESE PROGRAMS IN USE INSTEAD OF THE VOICE MESSAGES WHICH WERE CREATED BY TWR PERSONNEL IN THE PAST. I HAD CALLED TO COMPLAIN THAT THE VOICE USED IN THE BROADCAST WAS FROM A LOW PITCHED MALE AND DEFIED COMPREHENSION BY PLTS OF PROP ACFT WHEN AT DISTANCES CONSISTENT WITH OBTAINING ATIS BEFORE DSCNT CLRNC. WE FLY A KING AIR EQUIPPED WITH COLLINS RECEIVERS AND USE HEADPHONES. AT THE DISTANCE OF 100 MI OR MORE, WE ARE OFTEN FORCED TO BEGIN DSCNT BECAUSE OF STARS AND SPECIAL PROCS TO GET PROPS OUT OF THE WAY OF JET ARRS. IF WE TRY TO GET ATIS WHILE IN LEVEL CRUISE, THE BROADCAST IS MORE FAINT AND WILL HAVE MORE SIDE NOISE. NOT ONLY THAT, THERE WILL OFTEN BE INTERFERING BROADCASTS FROM ACFT TALKING TO SOMEONE 500 MI AWAY ON THE ATIS FREQS. IT IS QUITE COMMON TO HAVE TO LISTEN TO THE BROADCAST 2 OR 3 TIMES TO GET WHAT WE NEED FROM IT FOR SEVERAL REASONS: 1) THE LOW AUTOMATED VOICE DOES NOT MODULATE WELL. 2) THE RECORDER IS UNNATURAL IN ITS PHRASEOLOGY, SO DEFIES THE AVERAGE PERSON'S ABILITY TO PICK UP KEY WORDS OUT OF THE SENTENCE. DELTA, FOR INSTANCE IS PRONOUNCED 'DETTA.' 3) THERE IS TOO MUCH JUNK IN THE BROADCASTS WHICH IS OF NO INTEREST TO PLTS. FOR INSTANCE THE ATIS AT GSO ALWAYS INCLUDES THE REMARKS FROM THE AUTOMATED RPT WHICH DO NOT EVEN APPLY TO PLTS. PLTS MUST LISTEN TO THIS JUNK EVERY TIME THEY TRY TO RECOPY THE ITEMS IN THE RPT WHICH THEY NEEDED TO MAKE DECISIONS AND PREPARATIONS FOR THE ARR. YOU TUNE IN THE ATIS HOPING TO GET THE ESSENTIALS THE FIRST TIME AND IT IS IN THE MIDDLE OF THE 'JUNK' PORTION OF THE BROADCAST, SO YOU ARE STUCK ON THE FREQ UNTIL THE NECESSARY ITEMS YOU WANT COME AROUND. IT IS EXACTLY LIKE HAVING TO WAIT OUT THE COMMERCIALS TO SEE THE WX ON THE WX CHANNEL. TO MAKE MATTERS WORSE, IF YOU MISS SOMETHING YOU NEED THE FIRST OR SECOND TIME AROUND, YOU MAY HAVE TO GO BACK THROUGH ATIS AGAIN TO GET ONE THING. SOMEBODY HAS TO MAKE A DECISION TO CUT THE ATIS BROADCASTS TO A MINIMUM FOR ARRS AND DEPS. SOMEBODY NEEDS TO TELL COMRDO TO PUT ON A HIGHER PITCHED VOICE, SUCH AS A FEMALE CTLR. SOME CTLRS SPEAK CLRLY IN A VOICE THAT IS EASILY VERBALIZED AND HAVE NO TROUBLE GETTING INSTRUCTIONS OUT TO PLTS. WHY PICK TONES THAT GROWL AND PRONUNCIATIONS THAT ARE FOREIGN TO MOST AMERICANS? COULD SOMEONE PLEASE MAKE THIS AN ISSUE, AFTER ALL, COMRDO IS A VENDOR AND SHOULD CHARGE THE GOV NOTHING TO MAKE IT BETTER. THERE ARE GOOD, CLR BROADCASTS ALL OVER THE COUNTRY FROM ASOS AND MANMADE RPTS.

Synopsis :

FLC OF A BEECH KING AIR EXPERIENCES DIFFICULTY UNDERSTANDING THE ATIS INFO DUE TO LACK OF VOICE CLARITY OF THE VOICE XMISSION. IN ADDITION, THEY COMPLAINED ABOUT TOO MUCH INFO WAS NOT NECESSARY FOR THEIR ARR TO THE ARPT.

Time

Date : 199906

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AKH.Airport

State Reference : NC

Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : CLT.TRACON

Make Model : Cessna 152

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 105

Experience.Flight Time.Last 90 Days : 1.6

ASRS Report : 441392

Person / 2

Function.Controller : Approach

Events

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

VFR FLT WAS PLANNED FROM AKH TO UPSTATE NEW YORK FOR THE MORNING OF JUN/XA/99. WX GATHERED VIA DUATS 2 HRS PRIOR TO DEP INDICATED LOW PRESSURE SYS TO THE W MOVING SLOWLY EASTWARD. CONDITIONS ALONG RTE OF FLT WERE PREDICTED TO BE MVFR WITH CHANCE OF IFR PERIODS IN THE AREA OF GASTONIA AND VFR N OF THE AREA, WITH LIGHT WINDS FROM THE S, VISIBILITY 3-6 MI AND CEILINGS MOSTLY 3000-5000 FT THE WHOLE WAY. LCL ASOS WAS CHKD 1 HR BEFORE DEP, 1/2 HR BEFORE DEP, AND JUST PRIOR TO DEP, WITH CONSISTENT READINGS OF 3 MI VISIBILITY, MIST, AND CLOUDS FEW 800 FT BROKEN 8000 FT. ON THE FINAL CHK, THE RPTD CLOUD COVER WAS FEW 800 FT, BROKEN 5000 FT. VISUAL OBSERVATION REVEALED OVCST SKIES WITH VISIBLE MIST NEAR THE SURFACE AND LIGHT WIND. UPON TKOF IT BECAME IMMEDIATELY OBVIOUS THAT THE ASOS RPT WAS DRASTICALLY INACCURATE, AS THE AIRPLANE ENTERED A BROKEN CLOUD LAYER BEFORE REACHING PATTERN ALT. AFTER A SHORT BUT UNFRUITFUL VISUAL SEARCH FOR THE ARPT, CLT APCH CTL WAS CONTACTED AND WITH THEIR AID, VISUAL CONTACT WITH AKH WAS ESTABLISHED LONG ENOUGH TO MAKE AN APCH AND LAND. A POSTFLT CHK OF THE ASOS NOW ACCURATELY REVEALED THE IFR CLOUD CONDITIONS. ESTIMATED TIME INFLT WAS APPROX 15 MINS. IN RETROSPECT, IT IS OBVIOUS THAT THE CHANGE IN THE THIRD ASOS RPT FROM THE FIRST 2 WAS THE BEGINNING OF A TEMPERED AND CHARACTERISTICALLY DELAYED RESPONSE TO RAPIDLY CHANGING WX CONDITIONS. AT THE TIME, HOWEVER, THE CHANGE SEEMED CONSISTENT WITH PREDICTED CONDITIONS AND REASONABLY CONSISTENT WITH THE PREVIOUS RPTS, AND IT WAS GIVEN NO FURTHER THOUGHT. PERHAPS CROSSVERIFYING CONDITIONS WITH OTHER AUTOMATED WX SYS, CONSULTING ANOTHER PLT OR WX BRIEFER, OR UPDATING THE DUATS RPT JUST PRIOR TO DEP WOULD HAVE PRESENTED A MORE ACCURATE WX PICTURE. BETTER TIMING SURELY WOULD HAVE HELPED. BECAUSE OF THE MARGINAL VISIBILITY OF 3 MI DUE TO LIGHT RAIN AND MIST AND THE INHERENT INABILITY OF WX DATA TO ENTIRELY REPRESENT ACTUAL CONDITIONS, THE BACKUP PLAN WAS TO FLY THE PATTERN AND RETURN TO AKH IF THINGS DIDN'T LOOK GOOD IN THE AIR. NOT BEING ABLE TO FLY A SAFE VFR TFC PATTERN BECAUSE OF A LOW CEILING WAS NOT ANTICIPATED.

Synopsis :

GA PVT PLT ENCOUNTERS IFR CONDITIONS AFTER TKOF AT AKH.

ACN: 442422

Time

Date : 199907

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : WY

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : M-20 B/C Ranger

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 164

Experience.Flight Time.Last 90 Days : 10

Experience.Flight Time.Type : 13

ASRS Report : 442422

Events

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DURING LNDG, JUST BEFORE TOUCHDOWN, ON RWY 13 AT BIG PINEY, WY, A STRONG XWIND GUST FROM APPROX 220 DEGS STRUCK THE PLANE AND CAUSED THE L WING TO HIT THE RWY. THIS FORCED THE NOSE TO DIVE AND THE PROP TO STRIKE THE RWY. THE GUST AND THE GND CONTACT OF THE WING AND THE PROP SENT THE PLANE OFF THE RWY ONTO AN OPEN DIRT FIELD ON THE UNDAMAGED GEAR. AS I SLOWED THE PLANE I STEERED IT BACK ONTO THE RWY AND FINISHED THE ROLLOUT TO A COMPLETE STOP. I TAXIED THE PLANE TO THE RAMP UNDER ITS OWN PWR. ON APCH I VERIFIED THE WINDS VIA A UNICOM ADVISORY AND THE ASOS. IT MAY HAVE BEEN HELPFUL TO OVERFLY THE RWY AND DO A GAR TO CONFIRM THE DIRECTION AND FORCE OF THE WIND GUSTS.

Synopsis :

A PVT PLT FLYING A MOONEY M20 AT BPI ENCOUNTERED STRONG XWINDS DURING LNDG RESULTING IN THE WINGTIP AND PROP STRIKING THE RWY.

Time

Date : 199907

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ONP.Airport

State Reference : OR

Altitude.MSL.Single Value : 600

Environment

Flight Conditions : Mixed

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2632

Experience.Flight Time.Last 90 Days : 34

Experience.Flight Time.Type : 356

ASRS Report : 443037

Person / 2

Function.Controller : Radar

Person / 3

Function.Other Personnel : FBO Personnel

Events

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

APCHED ONP FROM THE E IN CAVU CONDITIONS, RECEIVING VFR FLT FOLLOWING FROM ZSE. THE ARPT IS SITUATED ON A 200 FT BLUFF ABOUT 1/2 MI INLAND FROM THE PACIFIC AND IS IN A CLASS E SURFACE AREA. I WAS MONITORING THE ONP AWOS, WHICH WAS INDICATING 800 FT SCATTERED WITH VISIBILITY AT LEAST 10 MI. AS I GOT CLOSER, I COULD SEE AREAS OF MARINE STRATUS, MOSTLY FROM MID-FIELD S, BUT COULD SEE THE ARPT BUILDINGS CLRLY BENEATH THE CLOUDS. CTR TERMINATED RADAR SVC WITHOUT ANY MENTION OF THE WX AT ONP, WHICH CONFIRMED MY BELIEF THAT THE FIELD WAS ABOVE VFR MINIMUMS. I MADE AN ATTEMPT TO CONTACT UNICOM, BUT THERE WAS NO REPLY. SINCE THE WIND WAS RPTD AS NORTHERLY AT 10 KTS, I DECIDED TO DSND WBOUND ABOUT 3 MI S OF THE FIELD, CROSS UNDER THE CLOUD LAYER, AND MAKE A STRAIGHT-IN APCH TO RWY 34, STAYING SLIGHTLY W OF CTRLINE. THIS WOULD KEEP ME AWAY FROM HIGHER TERRAIN AND MOSTLY OVER THE BEACH IN THE EVENT I ENCOUNTERED LOWER CLOUDS. TO REMAIN CLR OF CLOUDS, I HAD TO DSND TO ABOUT 600 FT MSL (WHICH WAS 600 FT ABOVE THE BEACH BUT ABOUT 400 FT ABOVE THE ARPT). I MADE POS RPTS ON UNICOM AND HEARD A PLANE RPT THAT HE WAS DEPARTING RWY 34 VFR. I BRIEFLY ENCOUNTERED REDUCED VISIBILITY (APPROX 2 MI), BUT NEVER LOST GND CONTACT, AND THE LNDG WAS UNEVENTFUL. WHEN I WENT TO THE FBO TO ARRANGE GND TRANSPORTATION, THE PERSON THERE WAS ALSO THE OFFICIAL WX OBSERVER AND MENTIONED IN PASSING THAT HE HAD RECENTLY CALLED IN AN OBSERVATION OF 800 FT BROKEN, MAKING THE FIELD BELOW VFR MINIMUMS. IT IS QUITE POSSIBLE THAT I MADE THE APCH TO ARPT WHILE IT WAS BELOW VFR MINIMUMS, THOUGH CTR DID NOT ADVISE ME OF THAT FACT. PRIOR TO DEP, I CONTACTED MMV FSS TO DETERMINE THE STATUS OF THE ARPT, THOUGH IT APPEARED TO BE BENEATH A SCATTERED LAYER, THE OFFICIAL OBSERVATION WAS 700 FT BROKEN, SO I OBTAINED A SPECIAL VFR CLRNC. WHILE I WAS ON THE RADIO, A CESSNA DEPARTED VFR. THE SIT OF AN ARPT WITH A CLASS E SURFACE AREA AND NO 'OFFICIAL' ADVISORY SVC AT THE ARPT CREATES SPECIAL PROBS IN MARGINAL WX CONDITIONS, WHICH ARE COMMON ON THE PACIFIC COAST. OBTAINING THE OFFICIAL OBSERVATION FROM A REMOTE FSS CAN BE VERY TIME-CONSUMING, ESPECIALLY GIVEN THE WORKLOAD AT A TYPICAL AFSS. I WOULD SUGGEST ADDING A PROMINENT MESSAGE TO THE AWOS/ASOS WHEN THE FIELD IS BELOW MINIMUMS. FOR EXAMPLE, I HAVE SEEN OTHER ARPTS ADD THE OFFICIAL OBSERVER WX TO THE RECORDING. AT ONE COASTAL ARPT (ACV), THEY ONCE HAD (AND MAY STILL HAVE) A FLASHING YELLOW LIGHT IN THE RUN-UP AREA WHICH WAS TURNED ON WHEN THE WX WAS BELOW VFR MINIMUMS, NO HELP TO ARRS, BUT IT DID ADDRESS THE DEP SIT.

Synopsis :

GA PLT CONCERNED THAT LNDG AT ONP WAS UNDER IFR CONDITIONS.

ACN: 443648

Time

Date : 199907

Day : Wed

Local Time Of Day : 0001 To 0600

Place

State Reference : MD

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : Mixed

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1320

Experience.Flight Time.Last 90 Days : 68

Experience.Flight Time.Type : 60

ASRS Report : 443648

Person / 2

Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I HAD JUST LANDED AT FREDERICK ARPT TO DROP OFF 2 PAX ON THE RETURN LEG OF A LATE NIGHT FLT. THIS FLT WAS CONDUCTED IFR DUE TO WX ACROSS THE RTE AND ITS LATE HR. AFTER THE PAX DISEMBARKED, I HAD 1 SHORT LEG TO FLY BACK TO MY HOME FIELD AT HAGERSTOWN. AT THIS TIME, I DECIDED TO TRY AND DO THIS SHORT TRIP VFR, AS ON THE APCH TO FDK THE CEILING WAS 3500 FT MSL. IN ADDITION TO THIS, I WAS ABLE TO PICK UP THE HGR AWOS WHICH ALSO STATED THAT THE CEILING THERE WAS 3000 FT AND VISIBILITIES WERE 5 MI IN MIST. AT FDK, HOWEVER, THE VISIBILITIES SEEM TO BE SOMEWHAT LESS, AND SO I DECIDED TO FLY NE UPON DEPARTING FDK SO THAT I COULD INTERCEPT THE 323 DEG RADIAL OF WESTMINSTER/EMI AND THEN ON TO HAIGS (IAF) FOR THE ILS AT HGR. THIS ACFT IS NOT EQUIPPED WITH A GPS, AND SO I WAS FLYING A NORTHWARD COURSE IN ORDER TO INTERCEPT A RADIAL FROM EMI WHICH I COULD FLY TO HAIGS. AFTER A PERIOD OF TIME, I CALCULATED THAT I SHOULD HAVE CROSSED THE RADIAL GIVEN MY AIRSPD. FURTHERMORE, I FELT THAT A LIGHT FOG WAS BEGINNING TO DEVELOP MAKING GND REFING MORE DIFFICULT. IN SHORT, I FELT LOST. SO I DIALED IN THE FDK VOR AND REVERSED COURSE. UPON SIGHTING THE FIELD (FDK) I CIRCLED AND CALLED UP DULLES APCH FOR AN IFR CLRNC TO HGR. IT WAS AT THIS TIME THAT THE CTLR INFORMED ME THAT I HAD TWICE VIOLATED P40 ON MY OUTBOUND AND INBOUND LEGS! CONTRIBUTING FACTORS FOR THIS EVENT WERE PLT FATIGUE, MVFR CONDITIONS, LESS THAN 70 HRS IN TYPE. THIS SIT COULD HAVE BEEN AVOIDED HAD I FILED FOR AN IFR CLRNC FROM THE BEGINNING AND FLOWN A MORE STANDARD PROC. THERE WAS A FALSE SENSE OF SECURITY DUE TO THE FACT THAT THE DEST ARPT WAS ONLY 10 MINS AWAY.

Synopsis :

A BEECH BARON PLT WAS INFORMED THAT THE RESTR AREA P40 HAD BEEN VIOLATED TWICE NEAR FDK.

Time

Date : 199908

Day : Thu

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : AGC.Airport

State Reference : PA

Altitude.MSL.Single Value : 1252

Environment

Flight Conditions : VMC

Person / 1

Function.Controller : Local

ASRS Report : 445185

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.ATC Equipment.Other ATC Equipment : ASOS

Independent Detector.Other.ControllerA : 1

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : FAA

Problem Areas : Weather

Narrative :

ASOS IS USED AT AGC, WHICH IS TO BE AUGMENTED BY 24 HR WX PERSONNEL AND RELAYED TO THE TWR. AT APPROX XA50 A LIGHT TO MODERATE RAIN FELL. THE VISIBILITY WAS SLIGHTLY REDUCED, HOWEVER, THE MOST DISTANT VISIBILITY MARKERS WERE STILL VISIBLE (7 MI). THE RAIN LASTED 5-10 MINS, YET ASOS RPTED '3 SM PLUS RAIN BROKEN.' NO AUGMENTATION OCCURRED. ADDITIONALLY, AFTER THIS RAIN SYSTEM MOVED AWAY FROM AGC, SEVERAL FLASHES OF LIGHTNING IN CLOUDS WAS OBSERVED BY ME. AGAIN, NO AUGMENTATION! WHILE I WILL GIVE ANY AND ALL PLTS ALL INFO AT MY DISPOSAL, INCLUDING PERSONAL OBSERVATIONS THAT MAY NOT BE RPTED BY ASOS, THIS ASOS RPT PROVIDES PLTS WITH FALSE AND ERRONEOUS INFO AND AGAIN PROVES THAT NOTHING, INCLUDING ASOS, COULD EVER TAKE THE PLACE OF A VIGILANT HUMAN! CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR HELD WX 'CTO' AT LAST STATION. AGC HAS 24 HR CONTRACT OBSERVERS ON SITE. RPTR CONCERNED WITH RESPONSE TIME OF CERTAIN CONTRACT OBSERVERS. RPTR ADVISES THAT HE DOES NOT ALWAYS CALL DOWN TO WX, BUT EXPECTS THEY SEE WHAT HE SEES AND SHOULD REACT ACCORDINGLY.

Synopsis :

AGC CTLR PERCEIVES THAT AUGMENTATION DATA IS NOT BEING TIMELY USED TO UPDATE CONTRACT WX OBSERVATIONS IN ASOS BROADCASTS.

Time

Date : 199908

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : HTO.Airport

State Reference : NY

Altitude.AGL.Bound Lower : 1500

Altitude.AGL.Bound Upper : 3000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : PVD.TRACON

Make Model : PA-32 Cherokee Six/Lance/Saratoga

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1100

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 400

ASRS Report : 445358

Person / 2

Function.Controller : Approach

Events

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Other : Pan, Pan

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

DEPARTED XYZ VFR DEADHEAD PART 91 TO PICK UP PAX ABC TO TRANSPORT VFR 135 TO GON. FLT WAS MOVED UP DUE TO FORECAST OF TSTMS FOR MID-DAY. WX AT WST WAS CLR BELOW 12000 FT 10 MI VISIBILITY. WX AT GON, 1800 FT SCATTERED 4500 FT OVCST. UPON REACHING THE COAST OF THE N SHORE OF THE S FORK OF LONG ISLAND, RAIN AND LIGHTNING OCCURRED AND HVY RAIN. BEING ONLY 3 MI FROM THE CLOSEST ARPT I CHOSE TO DSND TO 1200 FT AND TRY TO MAKE IT INTO HTO. I THEN FOUND MYSELF UNABLE TO MAINTAIN VFR AND PROCEEDED TO CLB INTO IMC AND TURN R 90 DEGS KNOWING THE WX WAS BETTER AT BID. BEING IMC AND NOT ON A CLRNC I CHOSE TO SQUAWK 7700 AND CALL APCH. I CALLED APCH, 'CHEROKEE...PAN PAN PAN.' APCH IMMEDIATELY ANSWERED AND ASSISTED ME WITH AN IFR CLRNC CHANGING MY SQUAWK TO A NORMAL SQUAWK. KNOWING THAT THE DAY WAS A MARGINAL DAY AND THOUGHT I MIGHT NEED TO OPERATE A PART 91 LEG WITH IFR CONDITIONS, AS MY OP IS A VFR 135 OP, I THEN ASKED FOR VECTORS TO WST AND THE LOC RWY 7 APCH. I THEN CONTACTED OPS AND ADVISED OF SIT. OPS TOLD ME TO THINK OF ABC, AS THE WX WAS VFR THERE AND COMPANY HAD RPTED TSTM IN THE VICINITY OF XYZ. I THEN SHOT THE VOR RWY 10 APCH AT ABC WITHOUT INCIDENT. ACTUALLY I THINK 'THE SYS' WORKED WELL. TSTMS WERE FORECAST FOR AFTER XA00 AM AND THE CELLS MOVED QUICKER TO THE E. PVD IMMEDIATELY ASSISTED ME AS THE PAN PAN PAN WAS ANNOUNCED. THE AWOS SYS ASSISTED IN MY CHOOSING AN ALTERNATE, AND PIREPS FROM COMPANY ASSISTED ME GREATLY.

Synopsis :

PA32 PLT ENCOUNTERS IFR CONDITIONS VICINITY OF TSTM AND ISSUES PAN, PAN URGENCY ALERT.

ACN: 445951

Time

Date : 199908

Day : Sun

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : RAP.Airport

State Reference : SD

Altitude.MSL.Single Value : 8500

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 8250

Experience.Flight Time.Last 90 Days : 105

Experience.Flight Time.Type : 1350

ASRS Report : 445951

Person / 2

Function.Controller : Approach

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Supplementary

Problem Areas : Weather

Narrative :

I RECEIVED A CALL EARLY THAT MORNING TO INFORM ME OF A FLT TO CHADRON TO TRANSPORT A PATIENT BACK TO HOSPITAL IN RAPID CITY. WHEN I ARRIVED AT THE ARPT, I CALLED HURON FSS FOR THE LATEST WX, FORECASTS, NOTAMS AND ANY OTHER PERTINENT INFO INVOLVING THIS FLT. I REMEMBER THAT THERE WAS A CHANCE IN THE FORECAST FOR RAPID CITY'S WX TO GO BELOW VFR MINIMUMS, SO I FILED NOT ONLY A VFR ROUND ROBIN, BUT ALSO AN IFR FLT PLAN FROM CDR TO RAP. WE PROCEEDED TO CDR AND THE FLT TEAM WENT TO THE HOSPITAL TO EVALUATE AND PREPARE OUR PATIENT FOR TRANSPORT WHILE I WAITED AT THE ARPT. WITHIN 1 HR, THE TEAM RETURNED AND WE LOADED OUR PATIENT. AS SOON AS WE DEPARTED CDR, I COULD SEE EVERYTHING STILL APPEARED TO BE GOOD VFR (WHICH I FOUND LATER TO BE THE CASE, REGARDLESS OF WHAT THE RAPID CITY ASOS WAS CALLING IT). I COULD SEE RAPID CITY, ELLSWORTH AFB, AND BOTH ROTATING BEACONS. ABOUT 30 MI OUT, I LISTENED TO THE RAPID CITY ASOS AND TO MY SURPRISE WAS CALLING THE WX 100 AND 1/4 MI. I THEN CONTACTED ELLSWORTH APCH ASKING THEM FOR THE LATEST RAP AND ELLSWORTH WX TO VERIFY WHAT I HAD HEARD. THE ELLSWORTH APCH CTLR INFORMED ME RAP WAS 100 AND 1/4 MI AND THAT ELLSWORTH WAS CEILING UNLIMITED AND 5 MI. I THEN ASKED TO LAND AT ELLSWORTH, THINKING WE COULD CONTACT AMBULANCE AND HAVE THEM MEET US THERE. THE APCH CTLR TOLD ME THAT THE TWR WAS CLOSED AND THAT THE ONLY WAY I COULD LAND THERE WAS IF I DECLARED AN EMER, SO I TOLD HIM WE HAD A PATIENT ON BOARD NEEDING TO GET TO HOSPITAL AND IF THAT'S WHAT WE NEEDED TO DO, I WOULD DO SO. THEY BEGAN COORDINATING TO GET THE TWR OPEN. IN THE MEANTIME, I ASKED THE FLT NURSE TO GET A HOLD OF AMBULANCE OR DISPATCH TO HAVE THEM MEET US AT THE BASE. I ALSO CONTINUED TO MONITOR THE ASOS AT RAPID CITY, AND WITHIN A COUPLE OF MINS THE VISIBILITY CAME UP TO 1/2 MI, SO I ADVISED ELLSWORTH OF THAT AND REQUESTED A LNDG AT RAPID CITY. THEY THEN GAVE ME VECTORS FOR THE ILS TO RWY 32. I THEN ASKED THE NURSE TO HAVE AMBULANCE RETURN TO A RAPID CITY DEST. AS SOON AS I KEYED UP THE RWY LIGHTS SOME 9 MI OUT, I COULD SEE THAT (AS I HAD SEEN EARLIER) THERE REALLY WAS NO FOG ON THE FIELD AND HAD THE RWY IN SIGHT AND LANDED VISUALLY WITHOUT A PROB. I CANCELED ON THE GND WITH ELLSWORTH AND TOLD THEM OF ACTUAL CONDITIONS AND THAT I HAD THE FIELD IN SIGHT 9 MI OUT. IN CONCLUSION, I THINK THAT EITHER THE POS OF THE ASOS WX READING EQUIP OR THE EQUIP ITSELF PLAYED A ROLE IN THIS SCENARIO AND ALSO THE FACT THAT THE ONLY WAY WE CAN MAKE USE OF OUR MIL AIRFIELDS IN A LIFE THREATENING SIT IN THE MIDDLE OF THE NIGHT IS TO DECLARE AN EMER.

Synopsis :

PLT OF AN AIR AMBULANCE FLT DECLARED AN EMER IN ORDER TO LAND AT NEARBY ELLSWORTH AFB WHICH WAS CLR, AND HIS DEST ARPT (RAP) WAS BELOW WX MINIMUMS. HOWEVER, HE CANCELED THAT PLAN WHEN A SUBSEQUENT WX RPT OF RAP INDICATED MINIMUMS.

Time

Date : 199908

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : EWN.Airport

State Reference : NC

Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : Marginal

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4500

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 35

ASRS Report : 446205

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Weather

Narrative :

ENCOUNTERED WX, LANDED. WAITED 2 HRS. WX WAS UP AND DOWN AT DEST UPON MANY CALLS TO AWOS. WX AT DEP POINT WAS 1900 FT AND 5 MI VISIBILITY UPON FINAL DEP FOR EWN. FLT VISIBILITY AND CEILING WERE GOOD VFR ALONG ENTIRE RTE TO EWN. BEGAN CALLING EWN WX OBSERVER AT 15 MI OUT -- NO REPLY. LANDED UNEVENTFULLY -- NO CONFLICTS. SAW BEACON ON WHILE TAXIING IN. WX OBSERVER OUTSIDE SITTING ON BENCH. CALLED AWOS AND IT WAS RPTING IFR CONDITIONS. ALTHOUGH FLT VISIBILITY WAS VFR, I SHOULD HAVE CHKD THE AWOS AIRBORNE. THOUGHT MONITORING UNICOM WAS MORE IMPORTANT, TO AVOID TFC CONFLICTS. WOULD SUGGEST MORE FREQUENT OBSERVATIONS BY THE WX OBSERVER TO UPDATE ACTUAL CONDITIONS. ALSO WOULD SUGGEST CONSTANT MONITORING OF UNICOM BY WX OBSERVER.

Synopsis :

PLT FINDS FLT VISIBILITY OK FOR VFR FLT. ARRIVES AT DEST TO FIND BEACON ON INDICATING IFR CONDITIONS.

Time

Date : 199908

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SBY.Airport

State Reference : MD

Altitude.AGL.Bound Lower : 600

Altitude.AGL.Bound Upper : 700

Environment

Flight Conditions : Marginal

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 7800

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 200

ASRS Report : 446448

Person / 2

Function.Controller : Local

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I RECEIVED A FLT SVC WX BRIEFING FOR A 20 MI VFR FLT FROM SBY TO GED FOR SCHEDULED MAINT. THE WX WASN'T FORECAST TO GET SIGNIFICANTLY WORSE THROUGHOUT THE DAY. I ARRIVED AT THE ARPT APPROX 15 MINS LATER, GND CTL ADVISED THAT WX AT SBY HAD BEEN RECENTLY AMENDED TO 10 MI BROKEN 4 MI. I DEPARTED SBY VFR AND IMMEDIATELY TUNED IN GED ASOS AND FOUND THAT THEIR WX WAS STILL VFR. APPROX 10 MI FROM GED, I HAD TO TURN AROUND WITH A TSTM IN MY PATH. I CALLED SBY AND INQUIRED IF THE ARPT WAS STILL VFR AND WAS TOLD THAT THEY CURRENTLY WERE. I GAVE MY INTENTIONS AND THE REASON FOR MY RETURN AND WAS GIVEN LNDG INSTRUCTIONS. WHILE LISTENING TO THE RADIO, I HEARD THE CTLR REQUEST A PIREP FROM ANOTHER ACFT. THIS ACFT WAS IFR AND ON THE APCH. THE PLT OF THIS OTHER ACFT RPTD THE BASES AT 500 FT. I RPTD WHEN ON THE DOWNWIND FOR THE GIVEN RWY AS REQUESTED AND WAS CLRED TO LAND. ON ROLLOUT THE TWR INFORMED ME THAT THE FIELD WAS OFFICIALLY IFR. THE WX NEAR THE COAST IS OFTEN VERY VOLATILE AND APPARENTLY IMPOSSIBLE TO PREDICT IN SOME CASES. IN THE FUTURE I WILL LEAVE MYSELF A GREATER MARGIN.

Synopsis :

PLT OF A PIPER AZTEC 250 APCHED AND LANDED WHEN THE OFFICIAL ARPT WX RPT INDICATED BELOW VFR CONDITIONS.

ACN: 446683

Time

Date : 199908

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AGC.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Person / 1

Function.Controller : Ground

Function.Controller : Local

ASRS Report : 446683

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : ATC Facility

Problem Areas : ATC Human Performance

Problem Areas : FAA

Narrative :

ASOS HAS BEEN OPERATIONAL SINCE FEB/99. THE 'CONTRACT WX OBSERVERS' DO NOT PROPERLY AUGMENT THE OBSERVATIONS. TWR VISIBILITY IS A 'BARE' 3 MI, YET ASOS IS CALLING IT 5 MI AND OBSERVER INSISTS THAT A SPECIAL IS NOT WARRANTED. I HAVE A KNOWN VISIBILITY MARKED THAT INDICATES ONE VALUE AND THE OBSERVER, WHO WILL NOT LOOK OUT THE WINDOW. HE WANTS TO TRUST AN UNRELIABLE MACHINE. BOTTOM LINE: SAFETY IS COMPROMISED BECAUSE THE OBSERVER WON'T DO HIS JOB PROPERLY AND THE INFO PROVIDED TO PLTS VIA ASOS AND THE AUTOMATED PHONE-IN IS INACCURATE!

Synopsis :

CTLR RPTS ASOS WX DATA IS NOT ACCURATE AND NOT UPDATED BY CONTRACT WX OBSERVER AS REQUIRED.

Time

Date : 199908

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZDC.ARTCC

State Reference : DC

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : Marginal

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 420

Experience.Flight Time.Last 90 Days : 10

Experience.Flight Time.Type : 420

ASRS Report : 446856

Person / 2

Function.Other Personnel : FSS Specialist

Events

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

FLYING INTO IMC/MARGINAL VFR CONDITIONS RESULTED IN LOSS OF LOCATION AWARENESS. WX BELOW THAT FORECAST BY FSS AND THAT BEING RPTED BY NEAREST AWOS. AS CEILING BECAME 500 FT I PUT INTO THE NEAREST ARPT AND WAITED FOR WX IMPROVEMENT. LNDG SHOULD HAVE BEEN DONE SOONER.

Synopsis :

CESSNA PLT FLIES TOWARD DETERIORATING WX AND WISHES HE HAD LANDED SOONER.

ACN: 446994

Time

Date : 199908

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport

Altitude.MSL.Bound Lower : 0

Altitude.MSL.Bound Upper : 7000

Environment

Flight Conditions : IMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 446994

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Unable

Resolatory Action.Other : REQUESTED WEATHER FROM APPROACH

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Weather

Narrative :

DURING INITIAL APCH INTO ORD ON THE JVL4 ARR, WE RECEIVED ATIS XYZ, TIME XA56Z. THERE WAS A HVY LINE OF TSTMS JUST W OF ORD MOVING E APCHING THE ARPT FROM THE W. PASSING KRENA INTXN, ORD TRACON TOLD US TO EXPECT RWY 27L FOR LNDG. THE CURRENT ATIS SAID WIND 110 DEGS AT 11 KTS WITH NO MENTION OF PRECIP. I INFORMED THE TRACON THAT WE NEEDED NEW WX AND HE SAID HE WOULD CONTACT THE TWR. BY THAT TIME WE WERE ABOUT 6 MI N OF THE ARPT ON R DOWNWIND TO RWY 27R IN MODERATE RAIN AND IMC AT 7000 FT. TIME AT THAT POINT WAS APPROX XC00Z. THE ATIS WAS THEN 1 HR OLD. THE TRACON TOLD US HIS AWOS SAID 8 MI VISIBILITY. TAXIING IN AFTER LNDG AFTER TIME XC10Z, WE PULLED UP THE CURRENT ATIS. IT WAS STILL INFO XYZ, TIME XA56Z. THAT MAKES THE ATIS 1 HR 16 MINS OLD. DURING RAPIDLY CHANGING WX WITH HVY RAIN AND TSTMS MOVING IN OVER THE FIELD WITH RWY AND WIND CHANGES, I FEEL IT IS UNACCEPTABLE TO NOT HAVE BETTER WX INFO AVAILABLE TO US VIA ATIS. I FEEL THAT SAFETY WAS COMPROMISED BY NOT HAVING BETTER WX INFO PRIOR TO LNDG.

Synopsis :

THOUGH THIS S80 CREW WARNED ORD TRACON AND TWR THAT THE ATIS WAS OUTDATED, ATC DID NOT UPDATE IT IN A TIMELY FASHION.

ACN: 447598

Time

Date : 199908

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : FAI.FSS

State Reference : AK

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Other Personnel : FSS Specialist

ASRS Report : 447598

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Maintenance Human Performance

Problem Areas : Weather

Narrative :

THE REASON FOR MAKING NUMEROUS SELECTIONS ON THE REVERSE SIDE OF THIS FORM IS TO SHOW THAT THERE IS NO 1 OR 2 ELEMENTS INVOLVED IN THE UNSAFE CONDITIONS IN ALASKA WITH THE AWOS/ASOS PROGRAM. CURRENTLY, WHEN 1 OR MORE RPTING ELEMENTS OF AN OBSERVATION ARE INCORRECT, THE FAA WILL NOT PULL THE OBSERVATION OFF OF THE XMITTING MODES. INCORRECT DATA IS STILL AVAILABLE OVER FAA SVC A (WX LINE) PHONE AND FREQS. IT IS SOMETIMES RPTING IFR WHEN REALLY VFR, AND EVEN WORSE, WILL RPT VFR WHEN CONDITIONS ARE IFR. 2 UNSAFE CONDITION RPTS HAVE BEEN FILED AGAINST THE AGENCY OVER THIS IN THE LAST 14 MONTHS AND THE FAA WILL NOT EVEN RESPOND. BRIEFERS, PLTS AND PAX USING THE SYS ARE AT GREAT RISK IN THESE CONDITIONS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: ASKED IF THE AWOS/ASOS IS XMITTING INCORRECT ELEMENTS, CAN THESE BE MANUALLY FIXED FROM THEIR FACILITY? RPTR INDICATED THAT THEY DO NOT HAVE THAT CAPABILITY. WHAT THEY DO, IF THEY RECEIVE A PIREP THAT INDICATES THE INFO AT A PARTICULAR LOCATION IS NOT CORRECT, THE FACILITY WILL CALL THE AIRWAYS FACILITY MAINT COORD CTR POS AT ZAN AND INFORM THEM OF THE PROB. RPTR SAID THAT MOST OF THE SITES CAN BE FIXED REMOTELY, WHILE OTHERS NEED SOMEONE TO TRAVEL TO THE SITE. RPTR STATED THAT, WHAT REALLY HAPPENS IS AFTER THE CALL IS MADE TO THE MAINT COORD CTR, NOTHING SEEMS TO GET DONE, THE INCORRECT DATA CONTINUES TO BE XMITTED. IF THE MAINT COORD CTR CAN'T FIX IT, THEN THE PROC IS TO NOTAM THE SITE OTS UNTIL IT'S REPAIRED. ACCORDING TO THE RPTR, THIS IS RARELY DONE. RPTR CLAIMS THIS PROB EXISTS THROUGHOUT THE ALASKA REGION. RPTR SAID THAT THIS SIT HAS GENERATED UCR'S. RPTR ALSO CLAIMS THAT THE ATM OF THE FACILITY AND THE REGIONAL OFFICE HAS BEEN ASKED TO HELP, THE RESPONSE HAS BEEN INCONCLUSIVE.

Synopsis :

RPTR STATES THAT AWOS ASOS EQUIP XMITTS INCORRECT READINGS. RPTR ALLEGES THAT FAA WILL NOT STOP THIS INFO FROM BEING XMITTED.

ACN: 449295

Time

Date : 199909

Day : Sun

Local Time Of Day : 0601 To 1200

Place

State Reference : NV

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 431

Experience.Flight Time.Last 90 Days : 24

ASRS Report : 449295

Person / 2

Function.Other Personnel : Unicom Operator

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : FAA

Narrative :

ON SEP/XA/99, I WAS ON A VFR XCOUNTRY FLT FROM GRASS VALLEY, CA, TO ROCK SPRINGS, WY. WE PLANNED TO MAKE REFUELING STOPS AT RENO STEAD ARPT AND AT ELKO, NV. I RECEIVED A COMPLETE (STANDARD) WX BRIEFING FROM FSS FOR THE ENTIRE FLT FROM THE RANCHO MURIETTA FSS AT APPROX XA00 ON THE DAY OF THE FLT. SINCE I WAS AWARE OF THE SPECIAL EVENT TAKING PLACE SOME TIME PREVIOUSLY, I SPECIFICALLY ASKED THE BRIEFER TO INCLUDE ANY NOTAMS OR RESTRS AFFECTING STEAD FIELD. I DID NOT CONSIDER CONTACTING RENO FSS BECAUSE AS AN IAP FIELD, I EXPECTED NOTAMS CONCERNING TEMPORARY TWRS AND ARPT CLOSURE TO BE WIDELY DISTRIBUTED TO OTHER FSS'S. THE BRIEFER SPECIFICALLY INDICATED THAT THERE WERE NO NOTAMS FOR STEAD FIELD WHATSOEVER, SO I PROCEEDED WITH MY PLAN TO USE STEAD FIELD AS A REFUELING STOP. UPON ARR IN THE STEAD AREA, WE WERE GIVEN AN ARPT ADVISORY ON THE UNICOM FREQ (122.8) AND TOLD TO RPT DOWNWIND. WE MADE POS RPTS IN THE PATTERN AND LANDED UNEVENTFULLY. APPROX 1 1/2 HRS LATER, WE PREPARED FOR TKOF AND DID NOT MAKE AN ADDITIONAL CALL TO FSS. DURING OUR FUELING AND STAY AT THE FBO, THERE WAS NO COM NOTICED BY ME THAT A TEMPORARY TWR WAS IN OP, OR THAT THE ARPT OPS WERE BEING RESTR. UPON START-UP, I CALLED UP THE UNICOM FREQ (122.8) WITH MY INTENTION OF TAXIING FOR TKOF, BUT RECEIVED NO RESPONSE. I MADE 4 ADDITIONAL CALLS ON UNICOM ANNOUNCING MY INTENT AND POS ON THE AIRFIELD WITH NO RESPONSE. ONE OF THOSE CALLS WAS FROM MY HAND-HELD WHICH CONFIRMED THAT MY RADIOS WERE ALL FUNCTIONING PROPERLY. AT THIS TIME I BELIEVED THAT NON TWR OPS WERE IN PROGRESS, AND SOMEBODY FORGOT TO MONITOR THE UNICOM FREQ AT THE ARPT. THERE WAS SOME LOW LEVEL CIRCUIT FLYING TAKING PLACE, SO I WAITED ABOUT 7-8 MINS UNTIL THERE WAS A BREAK IN THE TFC, AND THEN TOOK OFF ON RWY 8 MAKING POS RPT PRIOR TO AND DURING DEP ON 122.8. AFTER DEP, I WAS CONTACTED ON 122.8 WITH THE INFO THAT I VIOLATED FAA RESTR AIRSPACE, AND THAT THE ARPT WAS CLOSED UNTIL XG00. I PROVIDED MY FULL CALL SIGN AND HOME BASE TO THE PERSON ON 122.8 AND WAS TOLD TO 'HAVE A GOOD FLT.' WHEN I QUERIED THE PERSON ON THE UNICOM WHY THIS INFO WAS NOT AVAILABLE DURING MY 5 PREVIOUS CALLS ON THIS FREQ, HIS RESPONSE WAS THAT THE CLOSURE WAS INDICATED ON THE AWOS FREQ. I IMMEDIATELY SWITCHED OVER TO AWOS AT THIS TIME, AND THE RECORDING DID INDICATE THAT A TEMPORARY TWR WAS IN OP ALL DAY. IT, HOWEVER, DID NOT INDICATE A UNIQUE TWR FREQ, NOR DID IT MENTION THE ARPT BEING CLOSED UNTIL XG00. THIS INCIDENT REINFORCED MY BELIEF THAT PLTS SOMETIMES HAVE TO GO TO EXTREME LENGTHS TO GET 'ALL AVAILABLE INFO' ABOUT A FLT. EXCEPT FOR NOT CHKING AWOS PRIOR TO DEP, I FELT THAT THE STEPS I TOOK TO OBTAIN INFO ABOUT THIS FLT WERE WHAT A REASONABLE PLT WOULD DO. MY CONCERN IS THAT AFTER CHKING WITH FSS, ON THE RAMP, AND ON CTAF ON DEP, I STILL DID NOT HAVE SUFFICIENT INFO ABOUT ARPT CLOSURE MEANS THAT A POTENTIALLY UNSAFE CONDITION EXISTS FOR OTHER TRANSIENT PLTS. MY RECOMMENDATIONS FOR CORRECTIVE ACTION ARE THE FOLLOWING: 1) PLT EDUCATION ABOUT THE CRITICAL FUNCTION OF AWOS FREQS, WHERE IT DOES NOT PROVIDE JUST WX INFO, BUT INFO ABOUT AIRSPACE RESTRS NOT DISTRIBUTED BY NOTAMS. 2) FSS TO PROVIDE BETTER DISTANT NOTAMS ABOUT ARPT CLOSURE, TEMPORARY TWR, ETC -- ESPECIALLY WHEN CONCERNING A HIGH PROFILE ARPT SUCH AS STEAD FIELD, AND ESPECIALLY WHEN THE FIELD CONTAINS INST APCHS. 3) IF THE TEMPORARY TWR AT STEAD RELIES ON AWOS TO DISTRIBUTE OPS INFO, THE RPT COULD BE MUCH MORE INFORMATIVE WITH ARPT CLOSURE TIMES, AND FREQ INFO FOR PLTS TO CONTACT TWR WITH QUESTIONS. 4) ARPT MGMNT COULD BE PROGRESSIVE IN PLACING HIGHLY VISIBLE NOTICES TO PLTS ABOUT RESTRS IN OPS. SECONDLY, HAVING GND PERSONNEL BE INFORMED DURING REFUELING TRANSIENT ACFT JUST TO ENSURE EVERYONE IS AWARE OF THE RESTR. 5) MOST IMPORTANTLY, BECAUSE IF RECOMMENDATIONS 1-4 STILL FAIL, UNICOM FREQ SHOULD BE CONTINUALLY MONITORED BY APPROPRIATE STAFF DURING PERIODS OF ARPT CLOSURE OR SPECIAL ACTIVITY. THIS WOULD ALLOW ANY UNWARY PLT TO BE TURNED AWAY BEFORE CAUSING A POTENTIALLY DANGEROUS AIRSPACE TRANSGRESSION.

Synopsis :

AN INST RATED PLT FLYING A PA28 INTO STEAD, NV, LANDS HIS ACFT WHILE A NOTAM IS IN EFFECT CLOSING THE ARPT.

Time

Date : 199910

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : N94.Airport

State Reference : PA

Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : Communication Systems

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Instruction : Instructor

ASRS Report : 451076

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

WAS ON FINAL/SHORT FINAL AS ACFT DEPARTED HEAD-ON. ONLY NOTICED ACFT AFTER IT ROTATED. STUDENT AND I HAD ENTERED PATTERN ON 45 DEG OFF OF VOR 'A' APCH AND MADE ALL APPROPRIATE RADIO CALLS. NO ATIS/AWOS AVAILABLE AT LNDG FIELD. CHOSE RWY MOST CLOSELY ALIGNED WITH THAT IN USE AT CLASS D 10 MI E. ARPT OF LNDG HAS LOW VOLUME OF TFC USUALLY. RADIO WAS QUIET EXCEPT FOR 1-2 CALLS. WINDSOCK SHOWED LIGHT XWIND FAVORING RWY WE CHOSE. ASSUMED RWY CLR. AFTER LNDG, NOTICED THAT THE COM SELECTION WAS ON SPEAKER INSTEAD OF PHONE AND THE VOLUME LOW ENOUGH THAT COULD ONLY BE HEARD ON THE INTERCOM. AUDIO SELECTION WAS INADVERTENTLY BUMPED DURING THE APCH. OTHER ACFT MAY WELL HAVE TRIED WARNING US DURING APCH. ERROR LINKED TO UNFAMILIARITY WITH AUDIO PANEL OF THIS PLANE (NOT MODEL) AND ASSUMPTION OF MINIMAL TFC AT N94 AS WELL AS FAILURE TO SEE WHITE PLANE AT END OF RWY BLENDING WITH WHAT WE MAY HAVE ASSUMED TO BE A THRESHOLD.

Synopsis :

A C152 HAD AN NMAC WITH A DEPARTING C152 ON LNDG AT N94.

Time

Date : 200001

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CIU.Airport

State Reference : MI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Light Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8700

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 2200

ASRS Report : 461385

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

THE MAIN REASON FOR THIS RPT IS TO LET IT BE KNOWN OF AN IMPENDING, UNORTHODOX AND DANGEROUS SIT AT CIU, SAULT ST MARIE, MI. I WAS APCHING CIU FROM THE S. I RECEIVED CLRNC TO DSND AND MAINTAIN 4000 FT BY TORONTO CTR. THEN I WAS CLRED TO DSND TO 2300 FT. AT 7 MI S, I SAW THE ARPT, RPTED IT TO TORONTO CTR AND SWITCHED THE RADIO TO THE LCL UNICOM (CTAF 123.0). I RPTED L DOWNWIND TO RWY 34 AND THEN L BASE. THE COPLT WAS FLYING FROM THE R SEAT. I TOLD HIM TO AIM TO TOUCHDOWN AT THE THRESHOLD MARKINGS, OR WHAT WE BOTH SAW AS THRESHOLD MARKINGS. (THE ENTIRE REST OF THE ARPT WAS COMPLETELY COVERED WITH SNOW.) ON FINAL, THE COPLT TOLD ME, 'YOU GOT THE AIRPLANE' AND I LANDED. I AIMED TOWARD WHAT I PERCEIVED THE THRESHOLD MARKINGS (DISTINCTIVELY WHITE). UPON LNDG, I NOTICED THE CTRLINE WAS YELLOW. THEN, AND ONLY THEN, DID I REALIZE I HAD LANDED ON A TXWY. I NEVER SAW THE RWY, WHICH WAS COVERED WITH PACKED ICE AND SNOW. AN AUTOMOTIVE MANUFACTURER UNDER THE AUSPICES OF THE ARPT AUTHORITIES, CONDUCTS SOME KIND OF TESTING PRACTICES FOR THE AUTOMOBILES INSIDE, AROUND AND ALL OVER THE ARPT ENVIRONMENT. THEY HAVE EXCELLENT EQUIP TO PLOW AND CLEAN THE RWY, YET THEY DID NOT DO IT THAT DAY. INSTEAD, I LANDED A HIGH PRICED, COMPLEX JET ON A TXWY THAT WAS PERFECTLY PLOWED, CLEANED AND DRY AND THAT SOMEBODY HAD PAINTED 2 RECTANGULAR WHITE MARKINGS, THAT IN THE AIR, LOOKED LIKE THRESHOLD MARKINGS. SO THE PURPOSE OF THIS RPT, I HOPE, IS TO HAVE SOMEONE, BE IT THE FAA, NTSB OR ANY PUBLIC AUTH, CONDUCT AN INVESTIGATION ON WHAT THE AUTOMOBILE INDUSTRY IS DOING INSIDE AN ACTIVE ARPT PREMISES PAINTING MARKS ON TXWYS WHICH ARE CLEARLY NOT IN ACCORDANCE WITH FAA STANDARDS. FSS WAS CONTACTED 2 TIMES AND GOT PERTINENT WX INFO. ASOS WAS ALSO RECORDED AT DEST. ASOS RPTED 3500 FT BROKEN, 2800 FT BROKEN, VISIBILITY 3 PLUS MI LIGHT SNOW, WIND 300 DEG, 6 TO 12 MI VISIBILITY. RWY CONDITIONS AND BRAKING ACTION WAS OMITTED.

Synopsis :

LTT CREW LANDED ON TXWY B AT CIU.